SEA-DOO®

Specification Booklet

2000 2004

Manuel de Caractéristiques

219 100 189

SEA-DOO

SPECIFICATION BOOKLET

MANUEL DE CARACTÉRISTIQUES

2000-2004

2004 EDITION DIFFERENCES WITH 1988-2003

Were added:

- 2004 models
- Injector and sensor resistance values were integrated in Carburetion Section.
- Distinction between 2-Stroke and 4-TEC engines in Engine Tightening Torque Section.

Were removed:

- 1988 to 1999 models

Were revised:

- minor corrections were done as per latest technical information available

MODIFICATIONS DE L'ÉDITION 2004 PAR RAPPORT À CELLE DE 1988-2003

Ajouts:

- modèles 2004
- Les valeurs de résistance des injecteurs et des capteurs ont été intégrées à la section Carburation.
- Distinction entre les moteurs 2-temps et les moteurs 4-TEC dans la section Couples de serrage du moteur.

Retrait:

- modèles 1988 à 1999

Révision:

- Des corrections mineures furent apportées conformément aux informations techniques les plus récentes.

SEA-DOO WATERCRAFT SPECIFICATION BOOKLET

The purpose of this manual is to facilitate access to watercraft specifications. The *Specification Booklet* acts like a summary of the technical data included in the *Shop Manual*. For a more complete information, refer to *Shop Manual*.

Specifications which are more commonly used for the maintenance and repair of the different Sea-Doo® watercraft for the years specified on cover page, are grouped in sections.

This edition was primarily published to be used by watercraft technicians who are already familiar with all service and maintenance procedures relating to Sea-Doo watercraft.

NOTICE: Bombardier Recreational Products Inc. (BRP) is not responsible for typesetting errors.

The contents of this booklet is applicable to the particular product at its time of manufacture. However it may include later component improvements authorized by BRP. See footnotes and read all appropriate bulletins.

The use of genuine BRP parts is strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

Torque tightening specifications must be strictly adhered to. Locking devices (ex.: lock nut/tab, locking disks, self-locking fasteners, etc.) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

BRP disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any service be carried out and/or verified by a highly-skilled professional technician. It is understood that certain modifications may render the use of the watercraft illegal under existing federal, provincial and state regulations.

BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

MANUEL DE CARACTÉRISTIQUES DES MOTOMARINES SEA-DOO®

Ce manuel a pour but de faciliter l'accès aux caractéristiques des motomarines. Le *Manuel de caractéristiques* se veut un résumé des données techniques du *Manuel de réparation*. Pour une information plus complète, se référer au *Manuel de réparation*.

Les caractéristiques les plus utilisées pour l'entretien et la réparation des différents modèles Sea-Doo® selon les années précisées sur la page couverture, sont regroupées par sections.

Ce manuel est destiné avant tout aux techniciens professionnels, c'est-à-dire à des techniciens connaissant déjà toutes les opérations d'entretien et de réparation des motomarines Sea-Doo.

AVIS: Bombardier Produits Récréatifs Inc. (BRP) n'est pas responsable des erreurs de typographie.

Ce manuel contient les caractéristiques des motomarines telles qu'elles étaient à leur sortie d'usine. Cependant, certaines caractéristiques peuvent avoir changé à la suite d'améliorations autorisées par BRP. Voir les renvois aux bas des pages et lire les bulletins qui décrivent ces améliorations. Pour tout remplacement de pièce, l'utilisation de pièces BRP est toujours très fortement recommandée. En cas de doute, il faut demander l'aide du concessionnaire et/ou du distributeur.

Les couples de serrage indiqués doivent être rigoureusement observés. Les pièces ou dispositifs de blocage (ex.: écrous autobloquants, disques/plaques de verrouillage, attaches autofreinées, etc.) doivent être installés ou remplacés par des neufs, s'il y a lieu. Remplacer toute pièce ou tout dispositif de blocage dont l'efficacité serait diminuée.

BRP ne pourra être tenue responsable des dommages ou blessures résultant d'une mauvaise compréhension du texte de ce manuel. On recommande fortement de faire effectuer et/ou vérifier les opérations mentionnées dans ce manuel par un technicien professionnel. Il est clairement entendu que l'utilisation d'une motomarine peut devenir illégale aux termes des règlements fédéraux, provinciaux ou d'État, si cette motomarine a subi certaines modifications.

BRP se réserve le droit de supprimer ou de modifier en tout temps ses spécifications, designs, caractéristiques, modèles ou pièces d'équipement, sans aucune obligation de sa part.

MANUAL SECTIONS
SECTIONS DU MANUEL

GENUINE SEA-DOO PARTS
PIÈCES D'ORIGINE SEA-DOO

Genuine Sea-Doo parts are designed to careful tolerances for specific watercraft, based on extensive testing programs tailored to rigorous standards of quality control and backed by the BRP warranty.

Les pièces d'origine Sea-Doo sont dessinées à partir de tolérances très strictes pour des motomarines spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie BRP.

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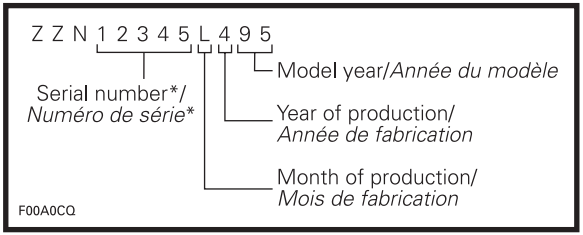
CONTENU DE LA SECTION

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SEA-DOO

HULL IDENTIFICATION NUMBER
NUMÉRO D'IDENTIFICATION DE LA COQUE



*A letter may also be used as a digit.
**Un caractère alphabétique peut être utilisé.*

MODEL IDENTIFICATION (BY MODEL YEAR)
IDENTIFICATION DES MODÈLES (PAR ANNÉE)

MODEL NAME *NOM DE MODÈLE*	MODEL NO. *N° DE MODÈLE*
2004	
3D RFI (Bombay Yellow/Jaune Bombay)	6157
3D RFI International (Bombay Yellow/Jaune Bombay)	6158
GTI (Blue Jay/Geai bleu)	6133
GTI International (Blue Jay/Geai bleu)	6134
GTI LE (Sonoran Sand/Sable de Sonoran)	6135
GTI LE International (Sonoran Sand/Sable de Sonoran)	6136
GTI RFI (Blue Jay/Geai bleu)	6137
GTI RFI International (Blue Jay/Geai bleu)	6138
GTI RFI LE (Sonoran Sand/Sable de Sonoran)	6139
GTI RFI LE International (Sonoran Sand/Sable de Sonoran)	6140
GTX 4-TEC (Seashore/Bord de mer)	6147
GTX 4-TEC International (Seashore/Bord de mer)	6148
GTX 4-TEC Limited Supercharged (Pearl Blue/Bleu perle)	6141
GTX 4-TEC Limited Supercharged International (Pearl Blue/Bleu perle)	6142
GTX 4-TEC Supercharged (Yellow/Jaune)	6143
GTX 4-TEC Supercharged International (Yellow/Jaune)	6144
GTX 4-TEC Wakeboard Edition (Viper Red/Rouge vipère)	6149
GTX 4-TEC Wakeboard Edition International (Viper Red/Rouge vipère)	6150
RXP 4-TEC (Apple Green/Vert pomme)	6115
RXP 4-TEC International (Apple Green/Vert pomme)	5599
RXP 4-TEC (Yellow/Jaune)	6162
RXP 4-TEC International (Yellow/Jaune)	6163
XP DI (Viper Red/Rouge vipère)	6151
XP DI International (Viper Red/Rouge vipère)	6152
2003	
GTI International (atlantic blue/bleu atlantique)	5568
GTI (ultraviolet/violet perle)	5598
GTI International (ultraviolet/violet perle)	5597
GTI (California/Californie) (ultraviolet/violet perle)	5567
GTI LE (Earth Clay/terre glaise)	6102
GTI LE International (Earth Clay/terre glaise)	6101
GTI LE RFI (Earth Clay/terre glaise)	6104
GTI LE RFI International (Earth Clay/terre glaise)	6103
GTX 4-TEC (Early Red/rouge matinal)	6127
GTX 4-TEC International (Early Red/rouge matinal)	6132
GTX 4-TEC (automn red/rouge automnal)	6112
GTX 4-TEC International (automn red/rouge automnal)	6111
GTX 4-TEC SUPERCHARGED (yellow/jaune)	6106
GTX 4-TEC SUPERCHARGED International (yellow/jaune)	6105
GTX 4-TEC SUPERCHARGED (viper red/rouge vipère)	6129
GTX 4-TEC SUPERCHARGED International (viper red/rouge vipère)	6128
GTX 4-TEC VANS TRIPLE CROWN EDITION	6126
GTX 4-TEC VANS TRIPLE CROWN EDITION International	6125

GTX 4-TEC SUPERCHARGED LTD (blue/bleu) 6108
GTX 4-TEC SUPERCHARGED LTD International (blue/bleu) 6107
GTX DI (autumn red/rouge automnal) 6119
GTX DI International (autumn red/rouge automnal)....6118
LRV DI 5771
RX DI (viper red/rouge vipère) 6123
RX DI International (viper red/rouge vipère....6122
XP DI (viper red/rouge vipère....6131
XP DI International (viper red/rouge vipère....6130

2002

GTI (u.violet) 5559
GTI California (u.violet)....6116
GTI International (u.violet) 5558
GTI LE (e.clay/*glaise*)....5561
GTI LE California (e.clay/*glaise*) 6117
GTI LE International (e.clay/*glaise*) 5560
GTX (yellow/*jaune*) 5588
GTX International (yellow/*jaune*)....5587
GTX 4-TEC (blue/*bleu*) 5594
GTX 4-TEC (red/*rouge*) 5574
GTX 4-TEC International (blue/*bleu*)....5593
GTX 4-TEC International (red/*rouge*)....5573
GTX DI (blue/*bleu*)....5596
GTX DI (green/*vert*)....5564
GTX DI International (blue/*bleu*) 5595
GTX DI International (green/*vert*) 5563
GTX RFI (blue/*bleu*)....5566
GTX RFI International (blue/*bleu*) 5565
LRV DI....5460
RX (blue/*bleu*)....5580
RX (yellow/*jaune*)....5582
RX International (blue/*bleu*) 5579
RX International (yellow/*jaune*) 5581
RX DI (yellow/*jaune)* 5586
RX DI International (blue/*bleu*)....5591
RX DI LE International (yellow/*jaune*)....5592
RX DI LE (blue/*bleu*)....5584
RX DI LE International (blue/*bleu*) 5583
RX DI LE International (yellow/*jaune*)....5585
XP 5578
XP International 5577

2001

GS International (red/*rouge*) First Series, *Première série*....5548
GS International (clay/*glaise*) Second Series, *Seconde série*....5518
GS (clay/*glaise*)....5519
GSX RFI International First Series, *Première série*....5549
GTS International Second Series, *Seconde série*....5520
GTS....5521
GTS International First Series, *Première série* 5551
GTI International First Series, *Première série*....5552
GTI International Second Series, *Seconde série* 5522
GTI....5523
GTX RFI International 5524
GTX RFI....5525
GTX RFI International (green/*vert*)....5553
GTX RFI (green/*vert*) 5555
GTX International (red/*rouge*)....5526
GTX (red/*rouge*) 5527
GTX International (blue/*bleu*)....5538
GTX (blue/*bleu*) 5539
GTX DI International (blue/*bleu*)....5528
GTX DI (blue/*bleu*)....5529
GTX DI International (red/*rouge*) 5540
GTX DI (red/*rouge*)....5541
XP Limited/*Limitée* International 5530
XP Limited/*Limitée* 5531
RX International (blue/*bleu*) 5532
RX (blue/*bleu*)....5533
RX International (yellow/*jaune*) 5542
RX (yellow/*jaune*) 5543
RX DI International (blue/*bleu*)....5534
RX DI (blue/*bleu*) 5535
RX DI International (yellow/*jaune*)....5536
RX DI (yellow/*jaune*) 5537
LRV 5697

MODEL NAME *NOM DE MODÈLE*	MODEL NO. *N° DE MODÈLE*

2000

MODEL IDENTIFICATION (BY MODEL NUMBER)
IDENTIFICATION DES MODÈLES (PAR NUMÉRO DE MODÈLE)

MODEL NUMBER *NUMÉRO DE MODÈLE*	MODEL YEAR *ANNÉE MODÈLE*	MODEL NAME *NOM DE MODÈLE*
5460	2002	LRV DI
5513	2000	RX
5514	2000	RX International
5515	2000	GTX RFI (green/*vert*)
5516	2000	GTX RFI International (green/*vert*)
5518	2001	GS International (clay/*glaise*)
5519	2001	GS (clay/*glaise*)
5520	2001	GTS International
5521	2001	GTS
5522	2001	GTI International
5523	2001	GTI
5524	2001	GTX RFI International
5525	2001	GTX RFI
5526	2001	GTX International (red/*rouge*)
5527	2001	GTX (red/*rouge*)
5528	2001	GTX DI International (blue/*bleu*)
5529	2001	GTX DI (blue/*bleu*)
5530	2001	XP Limited/*Limitée* International
5531	2001	XP Limited/*Limitée*
5532	2001	RX International (blue/*bleu*)
5533	2001	RX (blue/*bleu*)
5534	2001	RX DI international (blue/*bleu*)
5535	2001	RX DI (blue/*bleu*)
5536	2001	RX DI International (yellow/*jaune*)
5537	2001	RX DI (yellow/*jaune*)
5538	2001	GTX International (blue/*bleu*)
5539	2001	GTX (blue/*bleu*)
5540	2001	GTX DI International (red/*rouge*)
5541	2001	GTX DI (red/*rouge*)
5542	2001	RX International (yellow/*jaune*)
5543	2001	RX (yellow/*jaune*)
5544	2000	GTX International (blue/*bleu*)
5545	2000	GTX (blue/*bleu*)
5548	2001	GS International (red/*rouge*)
5549	2001	GSX RFI International
5551	2001	GTS International
5552	2001	GTI International
5553	2001	GTX RFI International (green/*vert*)
5555	2001	GTX RFI (green/*vert*)
5558	2002	GTI International (u. violet)

MODEL NUMBER *NUMÉRO DE MODÈLE*	MODEL YEAR *ANNÉE MODÈLE*	MODEL NAME *NOM DE MODÈLE*
5559	2002	GTI (u.violet)
5560	2002	GTI LE International (e.clay/*glaise*))
5561	2002	GTI LE (e.clay/*glaise*)
5563	2002	GTX International (green/*vert*)
5564	2002	GTX (green/*vert*)
5565	2002	GTX RFI International (blue/*bleu*)
5566	2002	GTX RFI (blue/*bleu*)
5567	2003	GTI (California/Califorie) (ultra-violet/v. perle)
5568	2003	GTI International (atlantic blue/bleu atlantique)
5573	2002	GTX 4-TEC International (red/*rouge*)
5574	2002	GTX 4-TEC (red/*rouge*)
5577	2002	XP International
5578	2002	XP
5579	2002	RX International (blue/*bleu*)
5580	2002	RX (blue/*bleu*)
5581	2002	RX International (yellow/*jaune*)
5582	2002	RX (yellow/*jaune*)
5583	2002	RX DI International (blue/*bleu*)
5584	2002	RX DI (blue/*bleu*)
5585	2002	RX DI International (yellow/*jaune*)
5586	2002	RX DI (yellow/*jaune*)
5587	2002	GTX International (yellow/*jaune*)
5588	2002	GTX (yellow/*jaune*)
5591	2002	RX DI International (blue/*bleu*)
5592	2002	RX DI International (yellow/*jaune*)
5593	2002	GTX 4-TEC International (blue/*bleu*)
5594	2002	GTX 4-TEC (blue/*bleu*)
5595	2002	GTX International (blue/*bleu*)
5596	2002	GTX (blue/*bleu*)
5597	2003	GTI International (ultraviolet/*violet perle*)
5598	2003	GTI (ultraviolet/*v. perle*)
5599	2004	RXP 4-TEC Inter. (Apple Gr./V. pomme)
5639	2000	GTS International
5644	2000	GS
5645	2000	GSX RFI
5646	2000	RX DI
5647	2000	GTI
5648	2000	GTX RFI

MODEL NUMBER *NUMÉRO DE MODÈLE*	MODEL YEAR *ANNÉE MODÈLE*	MODEL NAME *NOM DE MODÈLE*
5649	2000	GTX DI
5651	2000	XP
5653	2000	GTX
5654	2000	GSX RFI International
5655	2000	XP International
5656	2000	RX DI International
5657	2000	GTI International
5658	2000	GTX RFI International
5659	2000	GTX DI International
5669	2000	GTX International
5688	2000	LRV
5697	2001	LRV
5771	2003	LRV DI
6101	2003	GTI LE International
6102	2003	GTI LE
6103	2003	GTI LE RFI International
6104	2003	GTI LE RFI
6105	2003	GTX 4-TEC SUPERCHARGED International (yellow/jaune)
6106	2003	GTX 4-TEC SUPERCHARGED (yellow/jaune)
6107	2003	GTX 4-TEC SUPERCHARGED LTD International
6108	2003	GTX 4-TEC SUPERCHARGED LIMITED
6111	2003	GTX 4-TEC International (aut. red/r. automnal)
6112	2003	GTX 4-TEC (automn red/rouge automnal)
6115	2004	RXP 4-TEC (Apple Gr./V. pomme)
6116	2002	GTI California (u.violet)
6117	2002	GTI LE California (e. clay/*glaise*)
6118	2003	GTX DI International
6119	2003	GTX DI
6122	2003	RX DI International
6123	2003	RX DI
6125	2003	GTX 4-TEC VANS TRIPLE CROWN EDITION Intern.
6126	2003	GTX 4-TEC VANS TRIPLE CROWN EDITION
6127	2003	GTX 4-TEC
6128	2003	GTX 4-TEC SUPERCHARGED International (viper red/rouge vipère)
6129	2003	GTX 4-TEC SUPERCHARGED (viper red/rouge vipère)
6130	2003	XP DI International
6131	2003	XP DI

MODEL NUMBER *NUMÉRO DE MODÈLE*	MODEL YEAR *ANNÉE MODÈLE*	MODEL NAME *NOM DE MODÈLE*
6132	2003	GTX 4-TEC International (automn red/rouge automne)
6133	2004	GTI (Blue Jay/Geai bleu)
6134	2004	GTI Inter. (Blue Jay/Geai bleu)
6135	2004	GTI LE (Sonoran Sand/Sable de Sonoran)
6136	2004	GTI LE International (Sonoran Sand/Sable de Sonoran)
6137	2004	GTI RFI (Blue Jay/Geai bleu)
6138	2004	GTI RFI International (Blue Jay/Geai bleu)
6139	2004	GTI RFI LE (Sonoran Sand/Sable de Sonoran)
6140	2004	GTI RFI LE International (Sonoran Sand/Sable de Sonoran)
6141	2004	GTX 4-TEC Ltd Supercharged (Pearl Blue/Bleu perle)
6142	2004	GTX 4-TEC Ltd Supercharged Inter. (Pearl Blue/Bleu perle)
6143	2004	GTX 4-TEC Supercharged (Yellow/Jaune)
6144	2004	GTX 4-TEC Supercharged International (Yellow/Jaune)
6147	2004	GTX 4-TEC (Seashore/Bord de mer)
6148	2004	GTX 4-TEC International (Seashore/Bord de mer)
6149	2004	GTX 4-TEC Wakeboard Edition (Viper Red/Rouge vipère)
6150	2004	GTX 4-TEC Wakeboard Edition Inter. (Viper Red/Rouge vipère)
6151	2004	XP DI (Viper Red/Rouge vipère)
6152	2004	XP DI International (Viper Red/Rouge vipère)
6157	2004	3D RFI (Bombay Yellow/Jaune Bombay)
6158	2004	3D RFI International (Bombay Yellow/Jaune Bombay)
6162	2004	RXP 4-TEC (Yellow/Jaune)
6163	2004	RXP 4-TEC Inter. (Yellow/Jaune)

NOTES/*NOTES*

NOTES/*NOTES*

NOTES/*NOTES*

SECTION CONTENTS
CONTENU DE LA SECTION

2-STROKE ENGINE
MOTEUR 2-TEMPS

SECTION CONTENTS
CONTENU DE LA SECTION

4-TEC ENGINE
MOTEUR 4-TEC

2 Stroke Engines/*Moteurs 2-temps*

2004	ENGINE *MOTEUR*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm³ (in³/*po³*)	COMPRESSION RATIO (CORRECTED) *TAUX DE COMPRESSION (CORRIGÉ)*	RING TYPE *SEGMENT DE PISTON*
GTI (6133/6134)	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1 ST 1 R
GTI LE (6135/6136)	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1 ST 1 R
3D RFI (6157/6158)	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1 ST L 1 R
GTI RFI (6137/6138)	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1 ST L 1 R
GTI RFI LE (6139/6140)	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1 ST L 1 R
XP DI (6151/6152)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1 ST 1 ST

RING END GAP *OUVERTURE DU SEGMENT* N/U mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/ CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	CONNECTING ROD BIG END AXIAL PLAY *JEU AXIAL DE LA TÊTE DE BIELLE* N/U mm (in/*po*)	ROTARY VALVE OPENING *OUVERTURE DE LA VALVE ROTATIVE*	ROTARY VALVE TIMING *RÉGLAGE DE LA VALVE ROTATIVE* opening/ closing④ *ouverture/ fermeture④*
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*

4-TEC Engines/*Moteurs 4-TEC*

2004	ENGINE *MOTEUR*	NUMBER OF CYLINDER *NOMBRE DE CYLINDRES*	NUMBER OF VALVES *NOMBRE DE SOUPAPES*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm³ (in³/*po*³)	COMPRESSION RATIO *TAUX DE COMPRESSION*
GTX 4-TEC (6147/6148)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
GTX 4-TEC Wakeboard Edition (6149/6150)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
GTX 4-TEC Supercharged (6143/6144)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1
GTX 4-TEC Limited Supercharged (6141/6142)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1
RXP 4-TEC (5599/6115/ 6162/6163)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1

RING TYPE *TYPE DE SEGMENT*	RING END GAP (MAX.) *OUVERTURE DU SEGMENT (MAX.)* mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	INTAKE VALVE OPENING/ CLOSING④ *OUVERTURE/FERMETURE SOUPAPE D'ADMISSION*④	EXHAUST VALVE OPENING/ CLOSING④ *OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPEMENT*④
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°

2004

ENGINE *MOTEUR*	INTAKE VALVE STEM DIAMETER *DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION*	EXHAUST VALVE STEM DIAMETER *DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT*	VALVE GUIDE DIAMETER *DIAMÈTRE DU GUIDE DE SOUPAPE*	VALVE SPRING FREE LENGTH (INNER) *LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)*	VALVE SPRING FREE LENGTH (OUTER) *LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)*
	Wear limit mm (in/*po*) Limite d'usure mm (in/*po*)				
GTX 4-TEC (6147/6148)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
GTX 4-TEC Wakeboard Edition (6149/6150)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
GTX 4-TEC Supercharged (6143/6144)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
GTX 4-TEC Limited Supercharged (6141/6142)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)
RXP 4-TEC (5599/6115/ 6162/6163)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)

VALVE SEAT CONTACT (INTAKE) *CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)*	VALVE SEAT CONTACT (EXHAUST) *CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)*	CAM LOBE (INTAKE) *LOBE DE CAME (ADMISSION)*	CAM LOBE (EXHAUST) *LOBE DE CAME (ÉCHAPPEMENT)*	CON. ROD BIG END RADIAL CLEARANCE *JEU RADIAL DE LA TÊTE DE LA BIELLE*	CRANK, AXIAL CLEARANCE (MIN./MAX.) *JEU AXIAL (MIN./MAX.) DU VILEBREQUIN*	CYLINDER HEAD SCREW (MAXIMUM LENGTH) *VIS DE CULASSE (LONGUEUR MAXIMALE)*
Wear limit mm (in/*po*) Limite d'usure mm (in/*po*)						mm (in/*po*)
1.6 (.063)	1.8 (.071)	31.430 (1.2442)	31.650 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.430 (1.2442)	31.650 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.650 (1.2442)	31.430 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.650 (1.2442)	31.430 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
1.6 (.063)	1.8 (.071)	31.650 (1.2442)	31.430 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)

2 Stroke Engines/*Moteurs 2-temps*

 **2003**	ENGINE *MOTEUR*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm³ (in³/*po³*)	COMPRESSION RATIO (CORRECTED) *TAUX DE COMPRESSION (CORRIGÉ)*	RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT* N/U mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/ CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	CONNECTING ROD BIG END AXIAL PLAY *JEU AXIAL DE LA TÊTE DE BIELLE* N/U mm (in/*po*)	ROTARY VALVE OPENING *OUVERTURE DE LA VALVE ROTATIVE*	ROTARY VALVE TIMING *RÉGLAGE DE LA VALVE ROTATIVE* opening/ closing④ *ouverture/ fermeture④*
GTI (5568/5598/ 5597/5567)	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
GTI LE (6102/6101)	717	82.00 (3.23)	68.0 (2.68)	718.2 (43.82)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.040)	0.1 (.0039) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159	147° 65.5°
GTI LE RFI (6104/6103)	787 RFI	82.00 (3.23)	74.0 (2.91)	781.6 (47.70)	6.0:1	1 ST L 1 R	0.4 (.016) 1.00 (.040)	0.13 (.0051) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159	147° 63.5°
GTX DI (6118/6119)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1 ST 1 ST	0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
LRV DI (5771)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1 ST 1 ST	0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
RX DI (6123/6122)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1 ST 1 ST	0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
XP DI (6131/6130)	947 DI	88.00 (3.46)	78.2 (3.08)	951.2 (58.05)	6.0:1	1 ST 1 ST	0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.22 (.0087)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*

4-TEC Engines/*Moteurs 4-TEC*

2003	ENGINE *MOTEUR*	NUMBER OF CYLINDER *NOMBRE DE CYLINDRES*	NUMBER OF VALVES *NOMBRE DE SOUPAPES*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm³ (in³/*po*³)	COMPRESSION RATIO *TAUX DE COMPRESSION*
GTX 4-TEC (6111/6112/ 6127)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	10.6:1
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	1503	3	12	100 (3.94)	63.4 (2.5)	1493.8 (58.81)	8.1:1

RING TYPE *TYPE DE SEGMENT*	RING END GAP (MAX.) *OUVERTURE DU SEGMENT (MAX.)* mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	INTAKE VALVE OPENING/ CLOSING④ *OUVERTURE/FERMETURE SOUPAPE D'ADMISSION*④	EXHAUST VALVE OPENING/ CLOSING④ *OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPEMENT*④
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (0.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/5°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°
1 R 1 T.F. 1 O.S.	1.5 (.060)	0.04 (.002) 0.1 (.004)	0.1 (.0039)	0.015 (.0006)	10°/45°	50°/0°

		INTAKE VALVE STEM DIAMETER *DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION*	EXHAUST VALVE STEM DIAMETER *DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT*	VALVE GUIDE DIAMETER *DIAMÈTRE DU GUIDE DE SOUPAPE*	VALVE SPRING FREE LENGTH (INNER) *LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)*	VALVE SPRING FREE LENGTH (OUTER) *LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)*	VALVE SEAT CONTACT (INTAKE) *CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)*	VALVE SEAT CONTACT (EXHAUST) *CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)*	CAM LOBE (INTAKE) *LOBE DE CAME (ADMISSION)*	CAM LOBE (EXHAUST) *LOBE DE CAME (ÉCHAPPEMENT)*	CON. ROD BIG END RADIAL CLEARANCE *JEU RADIAL DE LA TÊTE DE LA BIELLE*	CRANK. AXIAL CLEARANCE (MIN./MAX.) *JEU AXIAL (MIN./MAX.) DU VILEBREQUIN*	CYLINDER HEAD SCREW (MAXIMUM LENGTH) *VIS DE CULASSE (LONGUEUR MAXIMALE)*
2003	ENGINE *MOTEUR*	Wear limit mm (in/*po*) Limite d'usure mm (in/*po*)					Wear limit mm (in/*po*) Limite d'usure mm (in/*po*)						mm (in/*po*)
GTX 4-TEC (6111/6112/ 6127)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)	1.6 (.063)	1.8 (.071)	31.604 (1.2442)	31.385 (1.2356)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)

2 Stroke Engines/*Moteurs 2-temps*

2002	ENGINE *MOTEUR*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm^3 (in^3/*po*^{3})	COMPRESSION RATIO (CORRECTED) *TAUX DE COMPRESSION (CORRIGÉ)*	RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT* N/U mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	CONNECTING ROD BIG END AXIAL PLAY *JEU AXIAL DE LA TÊTE DE BIELLE* N/U mm (in/*po*)	ROTARY VALVE OPENING *OUVERTURE DE LA VALVE ROTATIVE*	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX* opening/closing④ *ouverture/fermeture*④
GTI (5558/5559)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTI LE (5560/5561)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTI California GTI LE California (6116/6117)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTX DI (5563/5564) (5595/5596)	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
LRV DI (5460)	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
GTX RFI (5565/5566)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R	0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
XP (5577/5578)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
RX (5579/5580) (5581/5582)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
GTX (5587/5588)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177)1 .00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
RX DI (5583/5584) (5585/5586) (5591/5592)	947 DI	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.55 (.0216)1 .10 (.043)	0.120 (.0047) 0.220 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*

4-TEC Engines/*Moteurs 4-TEC*

2002	ENGINE *MOTEUR*	NUMBER OF CYLINDER *NOMBRE DE CYLINDRES*	NUMBER OF VALVES *NOMBRE DE SOUPAPES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*	COMPRESSION RATIO *TAUX DE COMPRESSION*
				mm (in/*po*)	mm (in/*po*)	cm^3 (in^3/*po^3*)	
GTX 4-TEC (5573/5574) (5593/5594)	1503	3	12	100 (3.9)	63.4 (2.49)	1493.8 (58.81)	10.6:1

2002	ENGINE *MOTEUR*	INTAKE VALVE STEM DIAMETER *DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ADMISSION*	EXHAUST VALVE STEM DIAMETER *DIAMÈTRE DE LA TIGE DE LA SOUPAPE D'ÉCHAPPEMENT*	VALVE GUIDE DIAMETER *DIAMÈTRE DU GUIDE DE SOUPAPE*	VALVE SPRING FREE LENGTH (INNER) *LONGUEUR LIBRE DU RESSORT DE SOUPAPE (INTÉRIEUR)*	VALVE SPRING FREE LENGTH (OUTER) *LONGUEUR LIBRE DU RESSORT DE SOUPAPE (EXTÉRIEUR)*
		Wear limit mm (in/*po*) Limite d'usure mm (in/*po*)				
GTX 4-TEC (5573/5574) (5593/5594)	1503	5.930 (.2330)	5.930 (.2330)	6.060 (.2386)	38.8 (1.499)	43 (1.693)

RING TYPE *TYPE DE SEGMENT*	RING END GAP (MAX.) *OUVERTURE DU SEGMENT (MAX.)*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)*	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)*	INTAKE VALVE OPENING/ CLOSING④ *OUVERTURE/FERMETURE SOUPAPE D'ADMISSION④*	EXHAUST VALVE OPENING/ CLOSING④ *OUVERTURE/FERMETURE SOUPAPE D'ÉCHAPPEMENT④*
	mm (in/*po*)	N/U mm (in/*po*)	mm (in/*po*)	mm (in/*po*)		
1 R 1 T.F. 1 O.S.	1.5 (0.060)	0.04 (.001) 0.100 (.004)	0.03 (.0011)	0.008 (.0003)	10°/45°	50°/5°

VALVE SEAT CONTACT (INTAKE) *CONTACT DE SIÈGE DE SOUPAPE (ADMISSION)*	VALVE SEAT CONTACT (EXHAUST) *CONTACT DE SIÈGE DE SOUPAPE (ÉCHAPPEMENT)*	CAM LOBE (INTAKE) *LOBE DE CAME (ADMISSION)*	CAM LOBE (EXHAUST) *LOBE DE CAME (ÉCHAPPEMENT)*	CON. ROD BIG END RADIAL CLEARANCE *JEU RADIAL DE LA TÊTE DE LA BIELLE*	CRANK, AXIAL CLEARANCE (MIN./MAX.) *JEU AXIAL (MIN./MAX.) DU VILEBREQUIN*	CYLINDER HEAD SCREW (MAXIMUM LENGTH) *VIS DE CULASSE (LONGUEUR MAXIMALE)*
Wear limit mm (in/*po*) Limite d'usure mm (in/*po*)						mm (in/*po*)
1.6 (.063)	1.8 (.071)	31.430 (1.2374)	31.650 (1.2461)	0.09 (.0035)	0.08 (.0031) 0.22 (.0087)	148.5 (5.846)

2001	ENGINE *MOTEUR*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm³ (in³/*po³*)	COMPRESSION RATIO (CORRECTED) *TAUX DE COMPRESSION (CORRIGÉ)*	RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT* N/U mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	CONNECTING ROD BIG END AXIAL PLAY *JEU AXIAL DE LA TÊTE DE BIELLE* N/U mm (in/*po*)	ROTARY VALVE OPENING *OUVERTURE DE LA VALVE ROTATIVE*	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX* opening/closing④ *ouverture/fermeture*④
GS Inter. First Series/ *Première série* (5548)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GS (5518 ②/ 5519 ③)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GSX RFI Inter. First Series/ *Première série* (5549)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R	0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
GTS Inter. First Series/ *Première série* (5551)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTS (5520 ②/ 5521 ③)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTI Inter. First Series/ *Première série* (5552)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTI (5522 ②/ 5523 ③)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTX RFI (5524/5525/ 5553/5555)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1R	0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
GTX (5526/5527/ 5538/5539)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*

2001	ENGINE *MOTEUR*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm³ (in³/*po³*)	COMPRESSION RATIO (CORRECTED) *TAUX DE COMPRESSION (CORRIGÉ)*	RING TYPE *SEGMENT DE PISTON*
XP (5530/5531)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
RX (5532/5533/ 5542/5543)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
RX DI (5534/5535/ 5536/5537)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
GTX DI (5528/5529/ 5540/5541)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST
LRV (5697)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST

RING END GAP *OUVERTURE DU SEGMENT* N/U mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/ CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	CONNECTING ROD BIG END AXIAL PLAY *JEU AXIAL DE LA TÊTE DE BIELLE* N/U mm (in/*po*)	ROTARY VALVE OPENING *OUVERTURE DE LA VALVE ROTATIVE*	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX*
						opening/ closing④ *ouverture/ fermeture④*
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*

2000	ENGINE *MOTEUR*	BORE *ALÉSAGE* mm (in/*po*)	STROKE *COURSE* mm (in/*po*)	DISPLACEMENT *CYLINDRÉE* cm^3 (in^3/*po*^{3})	COMPRESSION RATIO (CORRECTED) *TAUX DE COMPRESSION (CORRIGÉ)*	RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT* N/U mm (in/*po*)	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE* N/U mm (in/*po*)	CYLINDER TAPER (MAX.) *CONICITÉ DU CYLINDRE (MAX.)* mm (in/*po*)	CYLINDER OUT OF ROUND (MAX.) *OVALISATION DU CYLINDRE (MAX.)* mm (in/*po*)	CONNECTING ROD BIG END AXIAL PLAY *JEU AXIAL DE LA TÊTE DE BIELLE* N/U mm (in/*po*)	ROTARY VALVE OPENING *OUVERTURE DE LA VALVE ROTATIVE*	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE DE LA VALVE ROTATIVE ET N/P 420 924 XXX* opening/closing④ *ouverture/fermeture*④
GS (5644/5827)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GSX RFI (5645/5654)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1 R	0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
GTS Inter. (5639)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTI (5647/5657)	717	82 (3.228)	68 (2.68)	718.2 (43.8)	6.2:1	1 ST 1 R	0.25 (.010) 1.00 (.039)	0.100 (.0039) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.311 (.012) 1.2 (.047)	159°	147° 65.5° 502 ①
GTX RFI (5648/5658/ 5515/5516)	787	82 (3.228)	74 (2.91)	781.6 (47.7)	6.0:1	1 STL 1R	0.40 (.0156) 1.00 (.039)	0.130 (.0051) 0.220 (.0087)	0.100 (.004)	0.080 (.003)	0.230 (.009) 1.2 (.047)	159°	147° 63.5° 502 ①
GTX (5653/5669)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
XP (5651/5655)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
RX (5513/5514)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
RX DI (5646/5656)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
GTX DI (5649/5659)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.55 (.022) 1.1 (.043)	0.12 (.0047) 0.2 (.0079)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*
LRV (5688)	947	88 (3.46)	78.2 (3.08)	951.2 (58)	6.1:1	1 ST 1 ST	0.45 (.0177) 1.00 (.039)	0.090 (.0035) 0.200 (.008)	0.100 (.004)	0.080 (.003)	0.390 (.015) 1.2 (.047)	N.A./ *S.O.*	N.A./ *S.O.*

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

ENGINE
MOTEUR

ABBREVIATIONS
ABRÉVIATIONS

① 0.25 - 0.35 mm (.010 -.011 in) for rotary valve/cover clearance.
① *0.25 - 0.35 mm (.010 -.011 po) pour jeu couvercle/valve rotative.*

② International Model. (second series)
② *Modèle international. (deuxième série)*

③ Complete North America Series
③ *Série complète Amérique du Nord*

④ Opening: Before top deand center/Closing: After top dead center
④ Ouverture: avant le point mort haut/Fermeture: après le point mort haut

ST: Semi-Trapez
ST: Semi-trapèze

STL: Semi-Trapez L
STL: Semi-trapèze en L

R: Rectangular
R: Rectangulaire

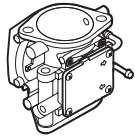
T.F.: Tapered Face
Face conique

O.S.: Oil Scraper
Racleur

P/N: Part Number
N/P: Numéro de pièce

N.A.: Not Applicable
S.O.: Sans objet

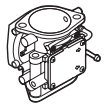
N/U: New/Used
N/U: Neuf/Usagé



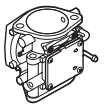
SECTION CONTENTS
CONTENU DE LA SECTION

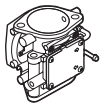
CARBURETION
CARBURATION

Carburetors/*Carburateurs*

 **2004**	CARBURETOR *CARBURATEUR*	QUANTITY *QUANTITÉ*	FUEL *CARBURANT*	MINIMUM FUEL OCTANE *INDICE D'OCTANE MINIMUM* ①	MAIN JET *GICLEUR PRINCIPAL*	PILOT JET *GICLEUR DE RALENTI*	LOW SPEED SCREW *VIS DE BAS RÉGIME* ± 1/4	HIGH SPEED SCREW *VIS DE HAUT RÉGIME*	IDLE SPEED (IN WATER) *RALENTI (DANS L'EAU)* RPM *tr/mn*	IDLE SPEED (OUT OF WATER) *RALENTI (HORS DE L'EAU)* RPM *tr/mn*	FUEL RETURN LINE ORIFICE *ORIFICE DE CONDUIT DE RETOUR DE CARBURANT* mm (in/*po*)	POP OFF PRESSURE *PRESSION DE DÉTENTE* kPa (PSI) (*lb/po²*)
GTI (6133/6134)	Mikuni ② BN-40i-38-48 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	*87*	167.5	75	1.0 ± 0.25	0	1500	3000	0.8	36-40
GTI LE (6135/6136)	Mikuni ② BN-40i-38-48 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1.0 ± 0.25	0	1500	3000	0.8	36-40

Injectors and Sensors/*Injecteurs et capteurs*

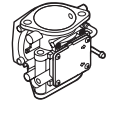
	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.*	*FUEL PRESSURE* PRESSION D'ESSENCE	IDLE SPEED *VITESSE DE RALENTI*	TPS *CPA*	CPS *CPV*	CAPS *CPAC*	MATS *STAC*	CTS *STE*	EGTS *STGE*	MAPS *SPAC*	KS *DD*	TOPS VALVE *INTERRUPTEUR TOPS*	RAVE SOLENOID *SOLÉNOÏDE RAVE*	FUEL INJECTOR *INJECTEUR D'ESSENCE*	DIRECT INJECTOR *INJECTEUR DIRECT*
2004			①	kPa (PSI)/ *(lb/po^2)*	RPM *tr/mn*	*kΩ*	Ω	*kΩ*	*kΩ*	*kΩ*	Ω	*kΩ*	*MΩ*	Ω	Ω	Ω	Ω
3D RFI (6157/6158)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1550	1.6 - 2.4	774 - 946	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
GTI RFI (6137/6138)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1550	1.6 - 2.4	774 - 946	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
GTI RFI LE (6139/6140)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1550	1.6 - 2.4	774 - 946	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
XP DI (6151/6152)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	N.A./ *S.O.*	24	1.8	1.3
GTX 4-TEC (6147/6148)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4	190-290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*
GTX 4-TEC Wakeboard Edition (6149/6150)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4	190-290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*
GTX 4-TEC Supercharged (6143/6144)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4	190-290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*
GTX 4-TEC Limited Supercharged (6141/6142)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4	190-290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*



2004 (CONTD/*SUITE*)	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.*	*FUEL PRESSURE* PRESSION D'ESSENCE	IDLE SPEED *VITESSE DE RALENTI*	TPS *CPA*
			①	kPa (PSI)/ *(lb/po²)*	RPM *tr/mn*	*k*Ω
RXP 4-TEC (5599/6115/ 6162/6163)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	399 (58)	1800	1.6 - 2.4

CPS *CPV*	CAPS *CPAC*	MATS *STAC*	CTS *STE*	EGTS *STGE*	MAPS *SPAC*	KS *DD*	TOPS VALVE *INTERRUPTEUR TOPS*	RAVE SOLENOID *SOLÉNOÏDE RAVE*	FUEL INJECTOR *INJECTEUR D'ESSENCE*	DIRECT INJECTOR *INJECTEUR DIRECT*
Ω	*k*Ω	*k*Ω	*k*Ω	Ω	*k*Ω	*M*Ω	Ω	Ω	Ω	Ω
190-290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*

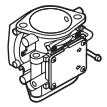
Carburetors/*Carburateurs*



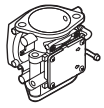
2003	CARBURETOR *CARBURATEUR*	QUANTITY *QUANTITÉ*	FUEL *CARBURANT*	MINIMUM FUEL OCTANE *INDICE D'OCTANE MINIMUM*	MAIN JET *GICLEUR PRINCIPAL*
				①	
GTI (5568/5598/ 5597/5567)	Mikuni ② BN-40i-38-48 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	*87*	167.5
GTI LE (6102/6101)	Mikuni ② BN-40i-38-48 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5

PILOT JET *GICLEUR DE RALENTI*	LOW SPEED SCREW *VIS DE BAS RÉGIME*	HIGH SPEED SCREW *VIS DE HAUT RÉGIME*	IDLE SPEED (IN WATER) *RALENTI (DANS L'EAU)*	IDLE SPEED (OUT OF WATER) *RALENTI (HORS DE L'EAU)*	FUEL RETURN LINE ORIFICE *ORIFICE DE CONDUIT DE RETOUR DE CARBURANT*	POP OFF PRESSURE *PRESSION DE DÉTENTE*
	± 1/4		RPM *tr/mn*	RPM *tr/mn*	mm (in/*po*)	kPa (PSI) *(lb/po²)*
75	1.0 ± 0.25	0	1500	3000	0.8	36-40
75	1.0 ± 0.25	0	1500	3000	0.8	36-40

Injectors and Sensors/*Injecteurs et capteurs*

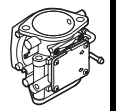
	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.*	*FUEL PRESSURE* PRESSION D'ESSENCE	IDLE SPEED *VITESSE DE RALENTI*	TPS *CPA*
2003			①	kPa (PSI)/ *(lb/po^2)*	RPM *tr/mn*	*k*Ω
GTI LE RFI (6104/6103)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1550	1.6 - 2.4
GTX DI (6118/6119)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4
LRV DI (5771)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4
RX DI (6123/6122)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4
XP DI (6131/6130)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4
GTX 4-TEC (6111/6112/ 6127)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4
GTX 4-TEC Supercharged (6105/6106/ 6128/6129)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4

	CPS *CPV*	CAPS *CPAC*	MATS *STAC*	CTS *STE*	EGTS *STGE*	MAPS *SPAC*	KS *DD*	TOPS VALVE *INTERRUPTEUR TOPS*	RAVE SOLENOID *SOLÉNOÏDE RAVE*	FUEL INJECTOR *INJECTEUR D'ESSENCE*	DIRECT INJECTOR *INJECTEUR DIRECT*
2003	Ω	*k*Ω	*k*Ω	*k*Ω	Ω	*k*Ω	*M*Ω	Ω	Ω	Ω	Ω
GTI LE RFI (6104/6103)	774 - 946	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
GTX DI (6118/6119)	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	N.A./ *S.O.*	24	1.8	1.3
LRV DI (5771)	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	N.A./ *S.O.*	24	1.8	1.3
RX DI (6123/6122)	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	N.A./ *S.O.*	24	1.8	1.3
XP DI (6131/6130)	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	N.A./ *S.O.*	24	1.8	1.3
GTX 4-TEC (6111/6112/ 6127)	190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*
GTX 4-TEC Supercharged (6105/6106/ 6128/6129)	190- 290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*

	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.*	*FUEL PRESSURE* PRESSION D'ESSENCE	IDLE SPEED *VITESSE DE RALENTI*	TPS *CPA*
2003			①	kPa (PSI)/ *(lb/po²)*	RPM *tr/mn*	*k*Ω
GTX 4-TEC Supercharged LIMITED (6107/6108)	DELLORTO 52 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4

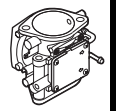
CPS *CPV*	CAPS *CPAC*	MATS *STAC*	CTS *STE*	EGTS *STGE*	MAPS *SPAC*	KS *DD*	TOPS VALVE *INTERRUPTEUR TOPS*	RAVE SOLENOID *SOLÉNOÏDE RAVE*	FUEL INJECTOR *INJECTEUR D'ESSENCE*	DIRECT INJECTOR *INJECTEUR DIRECT*
Ω	*k*Ω	*k*Ω	*k*Ω	Ω	*k*Ω	*M*Ω	Ω	Ω	Ω	Ω
190-290	1.2	2.28-2.74	2.28-2.74	2.28-2.74	0	5	1.27-2.47	N.A./ *S.O.*	12	N.A./ *S.O.*

Carburetors/*Carburateurs*

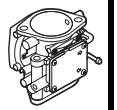
 **2002**	CARBURETOR *CARBURATEUR*	QUANTITY *QUANTITÉ*	FUEL *CARBURANT*	MINIMUM FUEL OCTANE *INDICE D'OCTANE MINIMUM* ①	MAIN JET *GICLEUR PRINCIPAL*
GTI (5558/5559)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5
GTI LE (5560/5561)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5
GTI California GTI LE California (6116/6117)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5
XP (5577/5578)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5
RX (5579/5580) (5581/5582)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5
GTX (5587/5588)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5

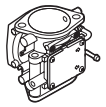
PILOT JET *GICLEUR DE RALENTI*	LOW SPEED SCREW *VIS DE BAS RÉGIME*	HIGH SPEED SCREW *VIS DE HAUT RÉGIME*	IDLE SPEED (IN WATER) *RALENTI (DANS L'EAU)*	IDLE SPEED (OUT OF WATER) *RALENTI (HORS DE L'EAU)*	FUEL RETURN LINE ORIFICE *ORIFICE DE CONDUIT DE RETOUR DE CARBURANT*	POP OFF PRESSURE *PRESSION DE DÉTENTE*
	± 1/4		RPM *tr/mn*	RPM *tr/mn*	mm (in/*po*)	kPa (PSI) (*lb/po²*)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	N.A./ *S.O.*	N.A./ *S.O.*	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1.5	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1.5	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

Injectors and Sensors/*Injecteurs et capteurs*

	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.*	*FUEL PRESSURE* PRESSION D'ESSENCE	IDLE SPEED *VITESSE DE RALENTI*	TPS *CPA*	CPS *CPV*	CAPS *CPAC*	MATS *STAC*	CTS *STE*	EGTS *STGE*	MAPS *SPAC*	KS *DD*	TOPS VALVE *INTERRUPTEUR TOPS*	RAVE SOLENOID *SOLÉNOÏDE RAVE*	FUEL INJECTOR *INJECTEUR D'ESSENCE*	DIRECT INJECTOR *INJECTEUR DIRECT*
2002			①	kPa (PSI)/ *(lb/po^2)*	RPM *tr/mn*	*k*Ω	Ω	*k*Ω	*k*Ω	*k*Ω	Ω	*k*Ω	*M*Ω	Ω	Ω	Ω	Ω
GTX RFI (5565/5566)	SU Automotive 56 mm Throttle body/*Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1500	1.6 - 2.4	774 - 946	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
GTX DI (5563/5564) (5595/5596)	SU Automotive 46 mm 46 mm Throttle body/*Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	N.A./ *S.O.*	24	1.8	1.3
LRV DI (5460)	SU Automotive 46 mm 46 mm Throttle body/*Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	730 (106)	1450	1.6 - 2.4	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	N.A./ *S.O.*	24	1.8	1.3
RX DI (5583/5584) (5585/5586) (5591/5592)	SU Automotive 46 mm 46 mm Throttle body/*Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb* Premium Unleaded/ *Super sans plomb* (International)	87 91 (inter)	730 (106)	1450	1.6 - 2.4	5 V (Hall effect/ *effet Hall*)	N.A./ *S.O.*	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	N.A./ *S.O.*	24	1.8	1.3
GTX 4-TEC (5573/5574) (5593/5594)	DELLORTO 52 mm Throttle body/*Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	303 (43.5)	1800	1.6 - 2.4	190-290	1.2	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	1.27 - 2.47	N.A./ *S.O.*	12	N.A./ *S.O.*

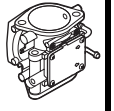
Carburetors/*Carburateurs*

 **2001**	CARBURETOR *CARBURATEUR*	QUANTITY *QUANTITÉ*	FUEL *CARBURANT*	MINIMUM FUEL OCTANE *INDICE D'OCTANE MINIMUM* ①	MAIN JET *GICLEUR PRINCIPAL*	PILOT JET *GICLEUR DE RALENTI*	LOW SPEED SCREW *VIS DE BAS RÉGIME* ± 1/4	HIGH SPEED SCREW *VIS DE HAUT RÉGIME*	IDLE SPEED (IN WATER) *RALENTI (DANS L'EAU)* RPM *tr/mn*	IDLE SPEED (OUT OF WATER) *RALENTI (HORS DE L'EAU)* RPM *tr/mn*	FUEL RETURN LINE ORIFICE *ORIFICE DE CONDUIT DE RETOUR DE CARBURANT* mm (in/*po*)	POP OFF PRESSURE *PRESSION DE DÉTENTE* kPa (PSI)/ *(lb/po²)*
GS Inter. First Series/ *Première série* (5548)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
GS (5518 ③/ 5519 ④)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
GTS Inter. First Series/ *Première série* (5551)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
GTS (5520 ③/ 5521 ④)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
GTI Inter. First Series/ *Première série* (5552)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
GTI (5522 ③/ 5523 ④)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5	75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
GTX (5526/5527/ 5538/5539)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5	75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
XP (5530/5531)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5	75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
RX (5532/5533/ 5542/5543)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5	75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)



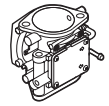
2001	CARBURETOR *CARBURATEUR*	QUANTITY *QUANTITÉ*	FUEL *CARBURANT*	MINIMUM FUEL OCTANE *INDICE D'OCTANE MINIMUM* ①	MAIN JET *GICLEUR PRINCIPAL*	PILOT JET *GICLEUR DE RALENTI*	LOW SPEED SCREW *VIS DE BAS REGIME* ± 1/4	HIGH SPEED SCREW *VIS DE HAUT REGIME*	IDLE SPEED (IN WATER) *RALENTI (DANS L'EAU)* RPM *tr/mn*	IDLE SPEED (OUT OF WATER) *RALENTI (HORS DE L'EAU)* RPM *tr/mn*	FUEL RETURN LINE ORIFICE *ORIFICE DE CONDUIT DE RETOUR DE CARBURANT* mm (in/*po*)	POP OFF PRESSURE *PRESSION DE DÉTENTE* kPa (PSI)/ (*lb/po²*)
LRV (5697)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5	75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

Injectors and Sensors/*Injecteurs et capteurs*



2001	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.* ①	*FUEL PRESSURE* PRESSION D'ESSENCE kPa (PSI)/ (*lb/po²*)	IDLE SPEED *VITESSE DE RALENTI* RPM *tr/mn*	TPS *CPA* *kΩ*	CPS *CPV* Ω	MATS *STAC* *kΩ*	CTS *STE* *kΩ*	EGTS *STGE* Ω	MAPS *SPAC* *kΩ*	KS *DD* *MΩ*	RAVE SOLENOID *SOLÉNOÏDE RAVE* Ω	FUEL INJECTOR *INJECTEUR D'ESSENCE* Ω	DIRECT INJECTOR *INJECTEUR DIRECT* Ω
GSX RFI Inter. First Series/ *Première série* (5549)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded /*Ordinaire sans plomb*	87	399 (58)	1500	1.6 - 2.4	774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
GTX RFI (5524/5525/ 5553/5555)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded /*Ordinaire sans plomb*	87	399 (58)	1500	1.6 - 2.4	774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
GTX DI (5528/5529/ 5540/5541)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded /*Super sans plomb*	91	730 (106)	1450	1.6 - 2.4	5 V (Hall effect/ *effet Hall*)	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	24	1.8	1.3
RX DI (5534/5535/ 5536/5537)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded /*Super sans plomb*	91	730 (106)	1450	1.6 - 2.4	5 V (Hall effect/ *effet Hall*)	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	5.8 (3-2) 5.3 (1-2)	5	24	1.8	1.3

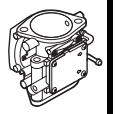
Carburetors/*Carburateurs*



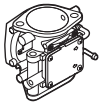
2000	CARBURETOR *CARBURATEUR*	QUANTITY *QUANTITÉ*	FUEL *CARBURANT*	MINIMUM FUEL OCTANE *INDICE D'OCTANE MINIMUM* ①	MAIN JET *GICLEUR PRINCIPAL*
GS (5644/5827)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5
GTS Inter. (5639)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5
GTI (5647/5657)	MIKUNI ② BN-40i-38 (Diaphragm/ *Diaphragme*)	1	Regular Unleaded/ *Ordinaire sans plomb*	87	167.5
GTX (5653/5669)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5
XP (5651/5655)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5
RX (5513/5514)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5
LRV (5688)	MIKUNI ② BN-46i-42 (Diaphragm/ *Diaphragme*)	2	Regular Unleaded/ *Ordinaire sans plomb*	87	162.5

PILOT JET *GICLEUR DE RALENTI*	LOW SPEED SCREW *VIS DE BAS RÉGIME*	HIGH SPEED SCREW *VIS DE HAUT RÉGIME*	IDLE SPEED (IN WATER) *RALENTI (DANS L'EAU)*	IDLE SPEED (OUT OF WATER) *RALENTI (HORS DE L'EAU)*	FUEL RETURN LINE ORIFICE *ORIFICE DE CONDUIT DE RETOUR DE CARBURANT*	POP OFF PRESSURE *PRESSION DE DÉTENTE*
	± 1/4		RPM *tr/mn*	RPM *tr/mn*	mm (in/*po*)	kPa (PSI) (*lb/po²*)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1	0	1500	3000	0.8 (.031)	248 - 275 (36 - 40)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)
75	1-1/2	0	1400	3000	0.8 (.031)	130 - 159 (19 - 23)

Injectors and Sensors/*Injecteurs et capteurs*

	FUEL INJECTION TYPE *TYPE D'INJECTEUR DE CARBURANT*	FUEL *CARBURANT*	MIN. FUEL OCTANE *INDICE D'OCTANE MIN.*	*FUEL PRESSURE* PRESSION D'ESSENCE	IDLE SPEED *VITESSE DE RALENTI*	TPS *CPA*
2000			①	kPa (PSI)/ *(lb/po²)*	RPM *tr/mn*	*k*Ω
GSX RFI (5645/ 5654)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1500	1.6 - 2.4
GTX RFI (5648/5658/ 5515/5516)	SU Automotive 56 mm Throttle body/ *Boîtier de papillon*	Regular Unleaded/ *Ordinaire sans plomb*	87	399 (58)	1500	1.6 - 2.4
GTX DI (5649/ 5659)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	730 (106)	1450	1.6 - 2.4
RX DI (5646/ 5656)	SU Automotive 46 mm 46 mm Throttle body/ *Boîtier de papillon*	Premium Unleaded/ *Super sans plomb*	91	730 (106)	1450	1.6 - 2.4

CPS *CPV*	MATS *STAC*	CTS *STE*	EGTS *STGE*	MAPS *SPAC*	KS *DD*	RAVE SOLENOID *SOLÉNOÏDE RAVE*	FUEL INJECTOR *INJECTEUR D'ESSENCE*	DIRECT INJECTOR *INJECTEUR DIRECT*
Ω	*k*Ω	*k*Ω	Ω	*k*Ω	*M*Ω	Ω	Ω	Ω
774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
774 - 946	2.28 - 2.74	2.28 - 2.74	N.A./ *S.O.*	5.8 (3-2) 5.3 (1-2)	N.A./ *S.O.*	30	2.4	N.A./ *S.O.*
5 V (Hall effect/ *effet Hall*)	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	24	1.8	1.3
5 V (Hall effect/ *effet Hall*)	2.28 - 2.74	2.28 - 2.74	2.28 - 2.74	0	5	24	1.8	1.3



ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

CARBURETION
CARBURATION

ABBREVIATIONS
ABRÉVIATIONS

① Fuel Octane = (RON + MON)/2
① *Indice d'octane = (RON + MON)/2*

② With Fuel Acceleration Pump
② *Avec une pompe d'accélération*

③ International Model (second series)
③ *Modèle international (deuxième série)*

④ Complete North America Series
④ *Série complète Amérique du Nord*

TPS: Throttle Position Sensor
CPA : Capteur de position d'accélérateur

CPS: Crankshaft Position Sensor
CPV : Capteur de position du vilebrequin

MATS: Manifold Air Temperature Sensor
STAC : Sonde de température du collecteur d'admission

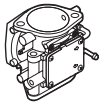
WTS/CTS: Water Temperature Sensor/Coolant Temperature Sensor
STE/STLR : Sonde de température de l'eau/Sonde de température du liquide de refroidissement

EGTS: Exhaust Gaz Temperature Sensor
STGE : Sonde de température des gaz d'échappement

MAPS: Manifold Air Pressure Sensor
SPAC : Sonde de pression d'air du collecteur

KS: Knock Sensor
DD : Détecteur de détonation

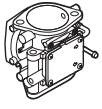
N.A.: Not Applicable
S.O.: Sans objet



MAIN JET
GICLEUR PRINCIPAL

A01C2CQ

2000 - 2004	
SIZE *DIMENSION*	**P/N** *N/P*
162.5	270 500 371
167.5	270 500 392



PILOT JET
GICLEUR DE RALENTI

A01C2CQ

2000 - 2004	
SIZE *DIMENSION*	**P/N** *N/P*
75	270 500 149

NOTES/*NOTES*

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CONTENU DE LA SECTION

ELECTRICAL SYSTEM
SYSTÈME ÉLECTRIQUE

2004	MAGNETO OUTPUT *PUISSANCE DE LA MAGNÉTO* ①	IGNITION *ALLUMAGE*	SPARK PLUG NUMBER *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE* mm (in/*po*)	IGNITION TIMING (BTDC) *AVANCE À L'ALLUMAGE (Av.P.M.H.)* Degrees/*Degrés* mm (in/*po*)
GTI (6133/6134)	160 W	*CDI/ ADC*	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)
GTI LE (6135/6136)	160 W	*CDI/ ADC*	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)
3D RFI (6157/6158)	270 W	Inductive *IN*	NGK BR8ES	0.6 - 0.7 (.024 - .028)	12° ③ 1.02 (0.040)
GTI RFI (6137/6138)	270 W	Inductive *IN*	NGK BR8ES	0.6 - 0.7 (.024 - .028)	12° ③ 1.02 (0.040)
GTI RFI LE (6139/6140)	270 W	Inductive *IN*	NGK BR8ES	0.6 - 0.7 (.024 - .028)	12° ③ 1.02 (0.040)
XP DI (6151/6152)	270 W	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)
GTX 4-TEC (6147/6148)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*
GTX 4-TEC Wakeboard Edition (6149/ 6150)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*
GTX 4-TEC Supercharged (6143/6144)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*
GTX 4-TEC Limited Supercharged (6141/6142)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*
RXP 4-TEC (5599/6115/ 6162/6163)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*

GENERATING COIL *BOBINE GÉNÉRATRICE* ohm	CHARGING COIL *BOBINE DE CHARGE* ohm	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT* ohm	IGNITION COIL (PRIMARY) *BOBINE D'ALLUMAGE (PRIMAIRE)* ohm ②	IGNITION COIL (SECONDARY) *BOBINE D'ALLUMAGE (SECONDAIRE)* K ohm ②	ENGINE REV LIMITER *LIMITEUR DE RÉGIME* RPM *tr/mn*	BATTERY *BATTERIE* V (A)
40 - 76	0.05 - 0.6	N.A./ *S.O.*	0.34 - 0.62	9-15	7100 ± 50	12 (19)
40 - 76	0.05 - 0.6	N.A./ *S.O.*	0.34 - 0.62	9-15	7100 ± 50	12 (19)
N.A./ *S.O.*	0.1 - 1.0	774-946	2 x 0.3 -0.6	N.A./*S.O.*	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1 - 1.0	774-946	2 x 0.3 -0.6	N.A./*S.O.*	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1 - 1.0	774-946	2 x 0.3 -0.6	N.A./*S.O.*	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1 - 1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
N.A./ *S.O.*	0.1 - 1.0	190-290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
N.A./ *S.O.*	0.1 - 1.0	190-290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
N.A./ *S.O.*	0.1 - 1.0	190-290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
N.A./ *S.O.*	0.1 - 1.0	190-290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
N.A./ *S.O.*	0.1 - 1.0	190-290	0.85 - 1.15	9.5 -13.5	8000	12 (30)

	MAGNETO OUTPUT *PUISSANCE DE LA MAGNÉTO*	IGNITION *ALLUMAGE*	SPARK PLUG NUMBER *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *AVANCE À L'ALLUMAGE (Av.P.M.H.)*	GENERATING COIL *BOBINE GÉNÉRATRICE*	CHARGING COIL *BOBINE DE CHARGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL (PRIMARY) *BOBINE D'ALLUMAGE (PRIMAIRE)*	IGNITION COIL (SECONDARY) *BOBINE D'ALLUMAGE (SECONDAIRE)*	ENGINE REV LIMITER *LIMITEUR DE RÉGIME*	BATTERY *BATTERIE*
2003	①			mm (in/*po*)	Degrees/ *Degrés* mm (in/*po*)	ohm	ohm	ohm	ohm ②	K ohm ②	RPM *tr/mn*	V (A)
GTI (5568/5598/ 5597/5567)	160 W	CDI/ *ADC*	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)	40 - 76	0.05 - 0.6	N.A./ *S.O.*	0.34 - 0.62	9-15	7100 ± 50	12 (19)
GTI LE (6102/6101)	160 W	CDI/ *ADC*	NGK BR8ES	0.4 - 0.5 (.016 - .020)	20° ③ 2.59 (.102)	40 - 76	0.05 - 0.6	N.A./ *S.O.*	0.34 - 0.62	9-15	7100 ± 50	12 (19)
GTI LE RFI (6104/6103)	270 W	Inductive *IN*	NGK BR8ES	0.4 - 0.5 (.016 - .020)	12° ③ 1.02 (0.040)	N.A./ *S.O.*	0.1 - 1.0	774- 946	2 x 0.3 -0.6	N.A./*S.O.*	7200 ± 50	12 (19)
GTX DI (6118/6119)	270 W	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)	N.A./ *S.O.*	0.1 - 1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
LRV DI (5771)	270 W	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤	N.A./ *S.O.*	0.1 - 1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
RX DI (6123/6122)	270 W	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)	N.A./ *S.O.*	0.1 - 1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
XP DI (6131/6130)	270 W	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212) (direct)	N.A./ *S.O.*	0.1 - 1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 ± 20%	7300 ± 50	12 (19)
GTX 4-TEC (6111/6112/ 6127)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*	N.A./ *S.O.*	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*	N.A./ *S.O.*	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*	N.A./ *S.O.*	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 -13.5	7650	12 (30)
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	360 W	Inductive *IN*	NGK DCPR8E	0.7 - 0.8 (.032 - .036)	not adjustable/ *sans ajustement*	N.A./ *S.O.*	0.1 - 1.0	190- 290	0.85 - 1.15	9.5 -13.5	7650	12 (30)

	MAGNETO OUTPUT *PUISSANCE DE LA MAGNETO*	IGNITION *ALLUMAGE*	SPARK PLUG NUMBER *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *AVANCE À L'ALLUMAGE (AV.P.M.H.)*
2002	①			mm (in/*po*)	Degrees/ *Degrés* mm (in/*po*)
GTI (5558/5559)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
GTI LE (5560/5561)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
GTI California GTI LE California (6116/6117)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
GTX DI (5563/5564) (5595/5596)	270 W (6000)	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
LRV DI (5460)	270 W (6000)	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
GTX RFI (5565/5566)	270 W (6000)	Inductive *IN*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
XP (5577/5578)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)
RX (5579/5580) (5581/5582)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)
GTX (5587/5588)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)
RX DI (5583/5584) (5585/5586) (5591/5592)	270 W (6000)	Inductive *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
GTX 4-TEC (5573/5574) (5593/5594)	360 W (6000)	Inductive *IN*	NGK DCPR8E	0.7-0.8 (.032-.036)	N.A./ *S.O.*

GENERATING COIL *BOBINE GÉNÉRATRICE*	CHARGING COIL *BOBINE DE CHARGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL (PRIMARY) *BOBINE D'ALLUMAGE (PRIMAIRE)*	IGNITION COIL (SECONDARY) *BOBINE D'ALLUMAGE (SECONDAIRE)*	ENGINE REV LIMITER *LIMITEUR DE RÉGIME*	BATTERY *BATTERIE*
ohm	ohm	ohm	ohm ②	K ohm ②	RPM *tr/mn*	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.34-0.62	N.A./ *S.O.*	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 K ± 20%	7300 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	1.0 ± 15%	11.5 ± 20%	7650 ± 50	12 (30)

	MAGNETO OUTPUT *PUISSANCE DE LA MAGNETO*	IGNITION *ALLUMAGE*	SPARK PLUG NUMBER *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *AVANCE À L'ALLUMAGE (AV.P.M.H.)*
2001	①			mm (in/*po*)	Degrees/ *Degrés* mm (in/*po*)
GS Inter. First Series/ *Première série* (5548)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ③ 2.59 (.102)
GS (5518⑥/ 5519⑦)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
GSX RFI Inter. First Series/ *Première série* (5549)	270 W (6000)	DI *IN*	NGK BR8ES	0.4-0.5 (.016- .020)	12° 1.02 (.040)⑤
GTS Inter. First Series/ *Première série* (5551)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
GTS (5520⑥/ 5521⑦)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
GTI Inter. First Series/ *Première série* (5552)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
GTI (5522⑥/ 5523⑦)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ③ 2.59 (.102)
GTX RFI (5524/5525/ 5553/5555)	270 W (6000)	DI *IN*	NGK BR8ES	0.4-0.5 (.016- .020)	12° 1.02 (.040)⑤
GTX (5526/5527/ 5538/5539)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
XP (5530/5531)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016 - .020)	20° ④ 2.99 (.118)

GENERATING COIL *BOBINE GÉNÉRATRICE*	CHARGING COIL *BOBINE DE CHARGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL (PRIMARY) *BOBINE D'ALLUMAGE (PRIMAIRE)*	IGNITION COIL (SECONDARY) *BOBINE D'ALLUMAGE (SECONDAIRE)*	ENGINE REV LIMITER *LIMITEUR DE RÉGIME*	BATTERY *BATTERIE*
ohm	ohm	ohm	ohm ②	K ohm ②	RPM *tr/mn*	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	774-946	0.3-0.6	N.A./ *S.O.*	7200 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7000 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	6850 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	6850 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	774-946	0.3-0.6	N.A./ *S.O.*	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT *PUISSANCE DE LA MAGNETO*	IGNITION *ALLUMAGE*	SPARK PLUG NUMBER *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *AVANCE À L'ALLUMAGE (AV.P.M.H.)*
2001	①			mm (in/*po*)	Degrees/ *Degrés* mm (in/*po*)
RX (5532/5533/ 5542/5543)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)
RX DI (5534/5535/ 5536/5537)	270 W (6000)	DI *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
GTX DI (5528/5529/ 5540/5541)	270 W (6000)	DI *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
LRV (5697)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016- .020)	20° ④ 2.99 (.118)

GENERATING COIL *BOBINE GÉNÉRATRICE*	CHARGING COIL *BOBINE DE CHARGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL (PRIMARY) *BOBINE D'ALLUMAGE (PRIMAIRE)*	IGNITION COIL (SECONDARY) *BOBINE D'ALLUMAGE (SECONDAIRE)*	ENGINE REV LIMITER *LIMITEUR DE RÉGIME*	BATTERY *BATTERIE*
ohm	ohm	ohm	ohm ②	K ohm ②	RPM *tr/mn*	V (A)
N.A./ *S.O.*	0.1-1.0	190- 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ± 10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190- 300	0.33-0.62	8.4 - 15.6	7200 ± 50	12 (19)

	MAGNETO OUTPUT *PUISSANCE DE LA MAGNETO*	IGNITION *ALLUMAGE*	SPARK PLUG NUMBER *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *AVANCE À L'ALLUMAGE (AV.P.M.H.)*
2000	①			mm (in/*po*)	Degrees/ *Degrés* mm (in/*po*)
GS (5644/5827)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
GSX RFI (5645/5654)	270 W (6000)	DI *IN*	NGK BR8ES	0.4-0.5 (.016-.020)	12° 1.02 (.040)⑤
GTS Inter. (5639)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
GTI (5647/5657)	160 W (6000)	CDI/ *ADC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ③ 2.59 (.102)
GTX RFI (5648/5658/ 5515/5516)	270 W (6000)	DI *IN*	NGK BR8ES	0.4-0.5 (.016-.020)	12° 1.02 (.040)⑤
GTX (5653/5669)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)
XP (5651/5655)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)
RX (5513/5514)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)
RX DI (5646/5656)	270 W (6000)	DI *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
GTX DI (5649/5659)	270 W (6000)	DI *IN*	NGK ZFR4F	1.1 (.043)	27° 5.39 (.212)⑤
LRV (5688)	180 W (6000)	DC-CDI *ADC-CC*	NGK BR8ES	0.4-0.5 (.016-.020)	20° ④ 2.99 (.118)

GENERATING COIL *BOBINE GÉNÉRATRICE*	CHARGING COIL *BOBINE DE CHARGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL (PRIMARY) *BOBINE D'ALLUMAGE (PRIMAIRE)*	IGNITION COIL (SECONDARY) *BOBINE D'ALLUMAGE (SECONDAIRE)*	ENGINE REV LIMITER *LIMITEUR DE RÉGIME*	BATTERY *BATTERIE*
ohm	ohm	ohm	ohm ②	K ohm ②	RPM *tr/mn*	V (A)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	774-946	0.3-0.6	N.A./ *S.O.*	7200 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7000 ± 50	12 (19)
40-76	0.05-0.6	58	0.34-0.62	9-15	7100 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	774-946	0.3-0.6	N.A./ *S.O.*	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190 300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ±10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	N.A./ *S.O.*	0.5 ±10%	8.5 K ± 20%	7200 ± 50	12 (19)
N.A./ *S.O.*	0.1-1.0	190-300	0.33-0.62	8.4-15.6	7200 ± 50	12 (19)

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

ELECTRICAL SYSTEM
SYSTÈME ÉLECTRIQUE

ABBREVIATIONS
ABRÉVIATIONS

① At 6000 RPM
① *À 6000 tr/mn*

② All resistance measurements must be performed at room temperature, at approximately 20°C (68°F).
② *Il est nécessaire de prendre toute mesure de résistance lorsque les pièces sont à la température ambiante (approximativement 20°C (68°F)).*

③ Engine cold, at 6000 RPM
③ *Moteur froid, à 6000 tr/mn*

④ At 3500 RPM
④ *À 3500 tr/mn*

⑤ Fuel Pump
⑤ *Pompe à carburant*

⑥ Fixed timing mode, at any RPM
⑥ *Mode calage fixe, à n'importe quel tr/mn*

⑦ International Model. (second series)
⑦ *Modèle international. (deuxième série)*

⑧ Complete North America Series.
⑧ *Série complète Amérique du Nord.*

CDI: Capacitor Discharge Ignition
ADC: Allumage à décharge de condensateur

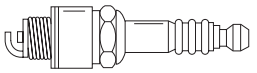
DC-CDI: Direct Current — Capacitor Discharge Ignition
ADC-CC: Allumage à décharge de condensateur — courant continu

DI: Digital Induction
IN: Induction numérique

BTDC: Before Top Dead Center
Av.P.M.H.: Avant le point mort haut

N.A.: Not Applicable
S.O.: Sans objet

SPARK PLUGS
BOUGIES



F01H01Q

NGK SPARK PLUG *BOUGIE NGK*	P/N *N/P*
BR8ES	278 000 609
ZFR4F	278 001 650
DCPR8E	707 000 246

SECTION CONTENTS
CONTENU DE LA SECTION

PROPULSION SYSTEM
SYSTÈME DE PROPULSION

XP DI (6151/6152)	GTI RFI LE (6139/6140)	GTI RFI (6137/6138)	3D RFI (6157/6158)	GTI LE (6135/6136)	GTI (6133/6134)	2004	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM *SYSTÈME DE PROPULSION*	
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	JET PUMP TYPE *TYPE DE TURBINE*	
Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	IMPELLER ROTATION *ROTATION DE L'HÉLICE*	
Direct Drive (split front/rear)/ *Prise directe (séparé avant)/*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	TRANSMISSION *TRANSMISSION*	
Rubber Cushion/ *Coussinet de caoutchouc*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	COUPLING *ACCOUPLEMENT*	
①	①	①	①	①	①	OIL TYPE *TYPE D'HUILE*	

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90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
15-21 stainless steel/ *acier inoxydable*	11-20 stainless steel/ *acier inoxydable*	11-20 stainless steel/ *acier inoxydable*	11-20 stainless steel/ *acier inoxydable*	10-20 stainless steel/ *acier inoxydable*	10-20 stainless steel/ *acier inoxydable*	IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*	

RXP 4-TEC (5599/6115/ 6162/6163)	GTX 4-TEC Limited Supercharged (6141/ 6142)	GTX 4-TEC Supercharged (6143/ 6144)	GTX 4-TEC Wakeboard Edition (6149/6150)	GTX 4-TEC (6147/6148)	2004	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*		COUPLING *ACCOUPLEMENT*
⑤	⑤	⑤	⑤	⑤		OIL TYPE *TYPE D'HUILE*

90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
159.0 (6.260)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.07-0.23 (.003-.009) 0.5 (.020)	0.07-0.23 (.003-.009) 0.5 (.020)	0.07-0.23 (.003-.009) 0.5 (.020)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.75 (.029)	0.75 (.029)	0.75 (.029)	0.75 (.029)	0.75 (.029)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
10-21 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

RX DI (6123/6122)	LRV DI (5771)	GTX DI (6118/6119)	GTI LE RFI (6104/6103)	GTI LE (6102/6101)	GTI (5568/5598/5597/5567)	2003	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*		COUPLING *ACCOUPLEMENT*
①	①	①	①	①	①		OIL TYPE *TYPE D'HUILE*

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90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N/U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
15-21 stainless steel/ *acier inoxydable*	11-20° stainless steel/ *acier inoxydable*	15-20 stainless steel/ *acier inoxydable*	11-20 stainless steel/ *acier inoxydable*	10-20 stainless steel/ *acier inoxydable*	10-20 stainless steel/ *acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	GTX 4-TEC (6111/6112/ 6127)	XP DI (6131/6130)	2003	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*	Counter-clockwise/ *antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive (split front/rear)/ *Prise directe (séparé avant/arrière)*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Rubber Cushion/ *Coussinet de caoutchouc*		COUPLING *ACCOUPLEMENT*
⑤	⑤	⑤	⑤	①		OIL TYPE *TYPE D'HUILE*

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90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N/U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.75 (.029)	0.75 (.029)	0.75 (.029)	0.75 (.029)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
13-23 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*	13-23 stainless steel/ *acier inoxydable*	15-21 stainless steel/ *acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

GTX RFI (5565/5566)	LRV DI (5460)	GTX DI (5563/5564) (5595/5596)	GTI California GTI LE California (6116/6117)	GTI LE (5560/5561)	GTI (5558/5559)	2002	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM *SYSTÈME DE PROPULSION*	
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	JET PUMP TYPE *TYPE DE TURBINE*	
Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	IMPELLER ROTATION *ROTATION DE L'HÉLICE*	
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	TRANSMISSION *TRANSMISSION*	
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	COUPLING *ACCOUPLEMENT*	
①	①	①	①	①	①	OIL TYPE *TYPE D'HUILE*	

90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
139.5 (5.490)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
12°-25° Stainless Steel/ *Acier inoxydable*	11-20° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	9°-20° Stainless Steel/ *Acier inoxydable*	9°-20° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

GTX 4-TEC (5573/5574) (5593/5594)	RX DI (5583/5584) (5585/5586) (5591/5592)	GTX (5587/5588)	RX (5579/5580) (5581/5582)	XP (5577/5578)	2002	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *Antihoraire*	Counterclockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ (split front/rear)/ *Prise directe (séparé avant/arrière)*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Rubber Cushion/ *Coussinet de caoutchouc*		COUPLING *ACCOUPLEMENT*
⑤	①	①	①	①		OIL TYPE *TYPE D'HUILE*

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90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	155.3 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
10°-22° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15-21° Stainless Steel/ *Acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

GTI Inter. First Series/ *Première série* (5552)	GTS (5520 ③/ 5521 ④)	GTS Inter. First Series/ *Première série* (5551)	GSX RFI Inter. First Series/ *Première série* (5549)	GS (5518 ③/ 5519 ④)	GS Inter. First Series/ *Première série* (5548)	2001	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*		COUPLING *ACCOUPLEMENT*
①	①	①	①	①	①		OIL TYPE *TYPE D'HUILE*

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90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
139.5 (5.490)	155.6 (6.126)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0.12-0.54 (.005-.021)	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
17°-22° Stainless Steel/ *Acier inoxydable*	9-20° Stainless Steel/ *Acier inoxydable*	11°-22° Stainless Steel/ *Acier inoxydable*	12°-25° Stainless Steel/ *Acier inoxydable*	17°-22° Stainless Steel/ *Acier inoxydable*	17°-22° Stainless Steel/ *Acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

RX DI (5534/5535/ 5536/5537)	RX (5532/5533/ 5542/5543)	XP (5530/5531)	GTX (5526/5527/ 5538/5539)	GTX RFI (5524/5525/ 5553/5555)	GTI (5522 ③/ 5523 ④)	2001	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counterclockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive (split front/rear)/ *Prise directe (séparé avant/arrière)*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Rubber Cushion/ *Coussinet de caoutchouc*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*		COUPLING *ACCOUPLEMENT*
①	①	①	①	①	①		OIL TYPE *TYPE D'HUILE*

90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	139.5 (5.490)	155.6 (6.126	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	12°-25° Stainless Steel/ *Acier inoxydable*	9-20° Stainless Steel/ *Acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

GS (5644/5827)	2000	
Bombardier Formula	PROPULSION SYSTEM *SYSTÈME DE PROPULSION*	
Single Stage/ *Monophase*	JET PUMP TYPE *TYPE DE TURBINE*	
Counter-clockwise/ *Antihoraire*	IMPELLER ROTATION *ROTATION DE L'HÉLICE*	
Direct Drive/ *Prise directe*	TRANSMISSION *TRANSMISSION*	
Splines/ *Cannelures*	COUPLING *ACCOUPLEMENT*	
①	OIL TYPE *TYPE D'HUILE*	

LRV (5697)	GTX DI (5528/5529/ 5540/5541)	2001	
Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM *SYSTÈME DE PROPULSION*	
Single Stage/ *Monophase*	Single Stage/ *Monophase*	JET PUMP TYPE *TYPE DE TURBINE*	
Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	IMPELLER ROTATION *ROTATION DE L'HÉLICE*	
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	TRANSMISSION *TRANSMISSION*	
Splines/ *Cannelures*	Splines/ *Cannelures*	COUPLING *ACCOUPLEMENT*	
①	①	OIL TYPE *TYPE D'HUILE*	

90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
139.5 (5.490)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	N/U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
17°-22° Stainless Steel/ *Acier inoxydable*	IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*	

90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.6 (6.126)	155.6 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N/U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
11°-20° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*	

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GTX (5653/5669)	GTX RFI (5648/5658/ 5515/5516)	GTI (5647/5657)	GTS Inter. 5639	GSX RFI (5645/5654)	2000	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula		PROPULSION SYSTEM *SYSTÈME DE PROPULSION*
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*		JET PUMP TYPE *TYPE DE TURBINE*
Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*		IMPELLER ROTATION *ROTATION DE L'HÉLICE*
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*		TRANSMISSION *TRANSMISSION*
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*		COUPLING *ACCOUPLEMENT*
①	①	①	①	①		OIL TYPE *TYPE D'HUILE*

90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.6 (6.126)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	139.5 (5.490)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0.12-0.54 (.005-.021)	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
15°-21° Stainless Steel/ *Acier inoxydable*	12°-25° Stainless Steel/ *Acier inoxydable*	17°-22° ②Stainless Steel/ *Acier inoxydable*	11°-22° Stainless Steel/ *Acier inoxydable*	12°-25° Stainless Steel/ *Acier inoxydable*		IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*

LRV (5688)	GTX DI (5649/5659)	RX DI (5646/5656)	RX (5513/5514)	XP (5651/5655)	2000	
Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	Bombardier Formula	PROPULSION SYSTEM *SYSTÈME DE PROPULSION*	
Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	Single Stage/ *Monophase*	JET PUMP TYPE *TYPE DE TURBINE*	
Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counter-clockwise/ *Antihoraire*	Counterclockwise/ *Antihoraire*	IMPELLER ROTATION *ROTATION DE L'HÉLICE*	
Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive/ *Prise directe*	Direct Drive (split front/rear)/ *Prise directe (séparé avant/arrière)*	TRANSMISSION *TRANSMISSION*	
Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Splines/ *Cannelures*	Rubber Cushion/ *Coussinet de caoutchouc*	COUPLING *ACCOUPLEMENT*	
①	①	①	①	①	OIL TYPE *TYPE D'HUILE*	

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90 (35)	90 (35)	90 (35)	90 (35)	90 (35)	cm (in/*po*)	MINIMUM REQUIRED WATER LEVEL *NIVEAU D'EAU MINIMUM REQUIS*
0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	0.5 (.020)	mm (in/*po*)	DRIVE SHAFT DEFLECTION (MAXIMUM) *FLÈCHE D'ARBRE DE TRANSMISSION (MAXIMUM)*
155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	155.6 (6.126)	mm (in/*po*)	IMPELLER OUTSIDE DIAMETER *DIAMÈTRE EXTÉRIEUR DE L'HÉLICE*
0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	0.0-0.4 (.000-.016) 1.0 (.040)	N /U mm (in/*po*)	IMPELLER/WEAR RING CLEARANCE *JEU HÉLICE/ANNEAU*
0	0	0	0	0	mm (in/*po*)	IMPELLER SHAFT END PLAY *JEU AXIAL ARBRE HÉLICE*
0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	0.05 (.002)	mm (in/*po*)	IMPELLER SHAFT RADIAL PLAY *JEU RADIAL ARBRE HÉLICE*
11°-20° ③ Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	15°-21° Stainless Steel/ *Acier inoxydable*	IMPELLER PITCH/MATERIAL *PAS HÉLICE/MATÉRIAU*	

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

PROPULSION SYSTEM
SYSTÈME DE PROPULSION

ABBREVIATIONS
ABRÉVIATIONS

① SEA-DOO JET PUMP SYNTHETIC POLYOLESTER OIL SAE 75W90 GL5. Do not mix different brands or oil types.
① *HUILE SYNTHÉTIQUE POLYOLESTER 75W90 GL5 POUR TURBINE SEA-DOO. Ne pas mélanger différents types d'huile ou des huiles de différentes marques.*

② As per Service Bulletin 2000-3
② *Selon le Bulletin de service 2000-3*

③ International Model. (second series)
③ *Modèle international. (deuxième série)*

④ Complete North America Series
④ *Série complète Amérique du Nord*

⑤ Grease: thermalube XL-OL-C2, NLGI2. (P/N 293 550 032)
⑤ *Graisse: thermalube XL-OL-C2, NLGI2. (N/P 293 550 032)*

N/U: New/Used (Service Limit)
N/U: Neuf/Usagé (limite d'usure)

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DIMENSION/CAPACITIES
DIMENSIONS/CONTENANCES

	NUMBER OF PASSENGERS *NOMBRE DE PASSAGERS*	OVERALL LENGTH *LONGUEUR HORS-TOUT*	OVERALL WIDTH *LARGEUR HORS-TOUT*	OVERALL HEIGHT *HAUTEUR HORS-TOUT*
2004	①	cm (in/*po*)	cm (in/*po*)	cm (in/*po*)
GTI (6133/6134)	3	307 (121)	120 (47)	104 (41)
GTI LE (6135/6136)	3	307 (121)	120 (47)	104 (41)
3D RFI (6157/6158)	1	272 (107)	112 (44)	vert: 92 (36.25) kart: 96 (37.75) moto: 112 (44.25)
GTI RFI (6137/6138)	3	307 (121)	120 (47)	104 (41)
GTI RFI LE (6139/6140)	3	307 (121)	120 (47)	104 (41)
XP DI (6151/6152)	2	272 (107)	112 (44)	104 (41)
GTX 4-TEC (6147/6148)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC Wakeboard Edition (6149/6150)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC Supercharged (6143/6144)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC Limited Supercharged (6141/6142)	3	331 (130)	122 (48)	113 (44)
RXP 4-TEC (5599/6115/ 6162/6163)	2	307 (121)	122 (48)	109 (43)

DRY WEIGHT *POIDS À SEC*	LOAD LIMIT *CHARGE MAXIMALE*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*	IMPELLER SHAFT RESERVOIR *RÉSERVOIR D'ARBRE D'HÉLICE*
kg (lb)	kg (lb)	L ② (U.S. gal/ *gal É.-U.*)	L (U.S. gal/ *gal É.-U.*)	mL (U.S. oz/ *oz É.-U.*)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
moto: 268 (589) kart: 274 (603)	114 (250)	32 (8.5)	4 (1.0)	100 (3.38)
315 (695)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
317 (700)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
274 (625)	181 (400)	51 (13)	4 (1.0)	100 (3.38)
385 (850)	272 (600)	60 (15.9)	⑥	⑤
385 (850)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤
359 (792)	181 (400)	60 (15.9)	⑥	⑤

2003	NUMBER OF PASSENGERS *NOMBRE DE PASSAGERS* ①	OVERALL LENGTH *LONGUEUR HORS-TOUT* cm (in/*po*)	OVERALL WIDTH *LARGEUR HORS-TOUT* cm (in/*po*)	OVERALL HEIGHT *HAUTEUR HORS-TOUT* cm (in/*po*)
GTI (5568/5598/ 5597/5567)	3	307 (121)	120 (47)	104 (41)
GTI LE (6102/6101)	3	307 (121)	120 (47)	104 (41)
GTI LE RFI (6104/6103)	3	307 (121)	120 (47)	104 (41)
GTX DI (6118/6119)	3	331 (130)	122 (48)	113 (44)
LRV DI (5771)	4	396 (156)	155 (61)	108 (42.5)
RX DI (6123/6122)	2	285 (112)	120 (47)	104 (41)
XP DI (6131/6130)	2	272 (107)	112 (44)	104 (41)
GTX 4-TEC (6111/6112/ 6127)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	3	331 (130)	122 (48)	113 (44)
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	3	331 (130)	122 (48)	113 (44)

DRY WEIGHT *POIDS A SEC* kg (lb)	LOAD LIMIT *CHARGE MAXIMALE* kg (lb)	FUEL TANK *RÉSERVOIR DE CARBURANT* L ② (U.S. gal/ *gal É.-U.*)	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE A INJECTION* L (U.S. gal/ *gal É.-U.*)	IMPELLER SHAFT RESERVOIR *RÉSERVOIR D'ARBRE D'HÉLICE* mL (U.S. oz/ *oz É.-U.*)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
315 (695)	243 (536)	56.5 (15)	6 (1.6)	100 (3.38)
351 (775)	272 (600)	56.5 (15)	6 (1.6)	100 (3.38)
432 (952)	338 (745)	95 (25)	6 (1.6)	115 (3.88)
285 (628)	181 (400)	56.5 (15)	6 (1.6)	100 (3.38)
274 (625)	181 (400)	51 (13)	4 (1.0)	100 (3.38)
385 (850)	272 (600)	60 (15.9)	⑥	⑤
385 (850)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤
397 (875)	272 (600)	60 (15.9)	⑥	⑤

2002	NUMBER OF PASSENGERS *NOMBRE DE PASSAGERS* ①	OVERALL LENGTH *LONGUEUR HORS-TOUT* cm (in/*po*)	OVERALL WIDTH *LARGEUR HORS-TOUT* cm (in/*po*)	OVERALL HEIGHT *HAUTEUR HORS-TOUT* cm (in/*po*)	DRY WEIGHT *POIDS À SEC* kg (lb)	LOAD LIMIT *CHARGE MAXIMALE* kg (lb)	FUEL TANK *RÉSERVOIR DE CARBURANT* L ② (U.S. gal/*gal É.-U.*)	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION* L (U.S. gal/*gal É.-U.*)	IMPELLER SHAFT RESERVOIR *RÉSERVOIR D'ARBRE D'HÉLICE* mL (U.S. oz/*oz É.-U.*)
GTI (5558/5559)	3	307 (121)	112 (47)	104 (41)	272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
GTI LE (5560/5561)	3	307 (121)	112 (47)	104 (41)	272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
GTI California GTI LE California (6116/6117)	3	307 (121)	112 (47)	104 (41)	272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
GTX DI (5563/5564) (5595/5596)	3	331 (130)	122 (48)	113 (44)	363 (800)	272 (600)	56.5 (15)	6 (1.6)	115 (3.88)
LRV DI (5460)	4	396 (156)	155 (61)	108 (42.5)	432 (952)	338 (745)	95 (25)	6 (1.6)	115 (3.88)
GTX RFI (5565/5566)	3	315 (124)	122 (48)	104 (41)	292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
XP (5577/5578)	2	272 (107)	112 (44)	104 (41)	255 (562)	159 (350)	54 (14)	4 (1.1)	115 (3.88)
RX (5579/5580) (5581/5582)	2	285 (112)	120 47	104 (41)	275 (606)	181 (400)	56.5 (15)	6 (1.6)	95 (3.21)
GTX (5587/5588)	3	315 (124)	122 (48)	104 (41)	301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
RX DI (5583/5584) (5585/5586) (5591/5592)	2	285 (112)	120 (47)	104 (41)	285 (628)	181 (400)	56.5 (15)	6 (1.6)	115 (3.88)
GTX 4-TEC (5573/5574) (5593/5594)	3	331 (130)	122 (48)	113 (44)	393 blue (866) *bleu* 397 red (875) *rouge*	272 (600)	60 (15.9)	⑥	⑤

	NUMBER OF PASSENGERS *NOMBRE DE PASSAGERS*	OVERALL LENGTH *LONGUEUR HORS-TOUT*	OVERALL WIDTH *LARGEUR HORS-TOUT*	OVERALL HEIGHT *HAUTEUR HORS-TOUT*
2001		cm (in/*po*)	cm (in/*po*)	cm (in/*po*)
GS Inter. First Series/ *Première série*	2	270 (106)	116 (45.7)	99 (39)
GS (5518 ✎/5519 ✎)	2	270 (106)	116 (45.7)	99 (39)
GSX RFI Inter. First Series/ *Première série*	2	270 (106)	116 (45.7)	99 (39)
GTS Inter. First Series/ *Première série* (5551)	3	302 (119)	119 (47)	95 (37.4)
GTS (5520 ✎/5521 ✎)	3	307 (121)	120 (47)	104 (41)
GTI Inter. First Series/ *Première série* (5552)	3	315 (124)	122 (48)	104 (41)
GTI (5522 ✎/5523 ✎)	3	307 (121)	120 (47)	104 (41)
GTX RFI (5524/5525/5553/ 5555)	3	315 (124)	122 48	107 (42) 104 (41)
GTX (5526/5527/5538/ 5539)	3	315 (124)	122 (48)	104 (41)
XP (5530/5531)	2	272 (107)	112 (44)	104 (41)
RX (5532/5533/5542/ 5543)	2	285 (112)	120 (47)	104 (41)
RX DI (5534/5535/5536/ 5537)	2	285 (112)	120 (47)	104 (41)
GTX DI (5528/5529/5540/ 5541)	3	315 (124)	122 48	107 (42) 104 (41)
LRV (5697)	4	396 (156)	155 (61)	108 (42.5)

DRY WEIGHT *POIDS À SEC*	LOAD LIMIT *CHARGE MAXIMALE*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*	IMPELLER SHAFT RESERVOIR *RÉSERVOIR D'ARBRE D'HÉLICE*
kg (lb)	kg (lb)	L (U.S. gal/ *gal É.-U.*)	L (U.S. gal/ *gal É.-U.*)	mL (U.S. oz/ *oz É.-U.*)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
234 (516)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
222 (489)	225 (496)	47 (12)	4.5 (1.2)	80 (2.7)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
275 (606)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
272 (600)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
255 (562)	159 (351)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
309 (681)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
435 (960)	340 (750)	95 (25)	6 (1.6)	115 (3.88)

	NUMBER OF PASSENGERS *NOMBRE DE PASSAGERS*	OVERALL LENGTH *LONGUEUR HORS-TOUT*	OVERALL WIDTH *LARGEUR HORS-TOUT*	OVERALL HEIGHT *HAUTEUR HORS-TOUT*
2000	①	cm (in/*po*)	cm (in/*po*)	cm (in/*po*)
GS (5644/5827)	2	270 (106)	116 (45.7)	99 (39)
GSX RFI (5645/5654)	2	270 (106)	116 (45.7)	99 (39)
GTS Inter. (5639)	3	302 (119)	119 (47)	95 (37.4)
GTI (5647/5657)	3	315 (124)	122 (48)	104 (41)
GTX RFI (5648/5658/ 5515/5516)	3	315 (124)	122 48	107 (42)
GTX (5653/5669)	3	315 (124)	122 (48)	104 (41)
XP (5651/5655)	2	272 (107)	112 (44)	104 (41)
RX (5513/5514)	2	285 (112)	120 (47)	104 (41)
RX DI (5646/5656	2	285 (112)	120 (47)	104 (41)
GTX DI (5649/5659)	3	315 (124)	122 48	107 (42)
LRV (5688)	4	396 (156)	155 (61)	108 (42.5)

DRY WEIGHT *POIDS À SEC*	LOAD LIMIT *CHARGE MAXIMALE*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*	IMPELLER SHAFT RESERVOIR *RÉSERVOIR D'ARBRE D'HÉLICE*
kg (lb)	kg (lb)	L ② (U.S. gal/ *gal É.-U.*)	L (U.S. gal/ *gal É.-U.*)	mL (U.S. oz/ *oz É.-U.*)
219 (483)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
234 (516)	159 (351)	56.5 (15)	6 (1.6)	95 (3.21)
222 (489)	225 (496)	47 (12)	4.5 (1.2)	80 (2.7)
275 (606)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
292 (644)	243 (536)	56.5 (15)	6 (1.6)	95 (3.21)
301 (664)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
255 (562)	159 (351)	54 (14)	4 (1.1)	115 (3.88)
275 (606)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
285 (628)	181 (399)	56.5 (15)	6 (1.6)	115 (3.88)
309 (681)	243 (536)	56.5 (15)	6 (1.6)	115 (3.88)
435 (960)	340 (750)	95 (25)	6 (1.6)	115 (3.88)

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

DIMENSIONS/CAPACITIES
DIMENSIONS/CONTENANCES

ABBREVIATIONS
ABRÉVIATIONS

① Driver Included
① *Conducteur inclus*

② Reserve Included
② *Réserve incluse*

③ International Model. (second series)
③ *Modèle international. (deuxième série)*

④ Complete North America Series
④ *Série complète Amérique du Nord*

⑤ Sea-Doo grease (P/N 293 550 032)
4 mL in front of bearing
26 mL at rear of bearing
26 mL in pump cap

⑤ *Graisse Sea-Doo (N/P 293 550 032)*
4 mL en avant du roulement
26 mL à l'arrière du roulement
26 mL dans le couvercle de la pompe

⑥ 4.5 L (dry engine) 3.1 L (oil change w/filter)
⑥ *4.5 L (moteur à sec) 3.1 L (changement d'huile avec filtre)*

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MATERIALS
MATÉRIAUX

2004	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D'ADMISSION D'AIR*	FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D'ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*
GTI (6133/6134)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI LE (6135/6136)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
3D RFI (6157/6158)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI RFI (6137/6138)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI RFI LE (6139/6140)	Composite	Plast.	Plast.	Plast.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
XP DI (6151/6152)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX 4-TEC (6147/6148)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
GTX 4-TEC Wakeboard Edition (6149/ 6150)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
GTX 4-TEC Supercharged (6143/6144)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
GTX 4-TEC Limited Supercharged (6141/6142)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
RXP 4-TEC (5599/6115/ 6162/6163)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen integrated with Intercooler/ *Tamis tubulaire intégré au refroidisseur intermédiaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*

2003	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D'ADMISSION D'AIR*	FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D'ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*
GTI (5568/5598/ 5597/5567)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI LE (6102/6101)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI LE RFI (6104/6103)	Composite	Plast.	Plast.	Plast.	Alum.	Thermo-plast.	Multi Layer Wire Screen/*Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX DI (6118/6119)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
LRV DI (5771)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
RX DI (6123/6122)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
XP DI (6131/6130)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX 4-TEC (6111/6112/ 6127)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	Composite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.	Tubular Wire Screen/*Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*

2002	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D’ADMISSION D’AIR*	FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D’ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D’HUILE À INJECTION*
GTI (5558/5559)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI LE (5560/5561)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI California GTI LE California (6116/6117)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX DI (5563/5564) (5595/5596)	Composite	Plast.	Plast.	Alum.	Alum	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
LRV DI (5460)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX RFI (5565/5566)	Composite	Plast.	Plast.	Plast	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
XP (5577/5578)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
RX (5579/5580) (5581/5582)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX (5587/5588)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
RX DI (5583/5584) (5585/5586) (5591/5592)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX 4-TEC (5573/5574) (5593/5594)	Composite	Plast.	Stainless Steel/ *A. inox.*	Alum.	Alum.	Thermoplast.	Tubular Wire Screen/ *Tamis tubulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	N.A./ *S.O.*

 **2001**	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D'ADMISSION D'AIR*	FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D'ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*
GS Inter. First Series/ *Première série* (5548)	Composite	Plast.	Plast.	Plast.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GS (5518 ①/ 5519 ②)	Composite	Plast.	Plast.	Plast.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GSX RFI Inter. First Series/ *Première série* (5549)	Composite	Plast.	Plast.	Plast.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTS Inter. First Series/ *Première série* (5551)	Composite	Plast.	Plast.	Plast.	Plast.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ *Élastomère thermoplast. avec mousse en polystyrène*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTS (5520 ①/ 5521 ②)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI Inter. First Series/ *Première série* (5552)	Composite	Plast.	Plast.	Plast.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTI (5522 ①/ 5523 ②)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX RFI (5524/5525/ 5553/5555)	Composite	Plast.	Plast.	Plast.	Alum.	Thermoplast.	Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
GTX (5526/5527/ 5538/5539)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*

 **2001**	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D'ADMISSION D'AIR*	FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D'ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*
XP (5530/5531)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tabular Wire Screen/*Tamis tabulaire*	Alum.	Thermoplastic/*Thermoplastique*	Polyethylene/*Polyéthylène*	Polyethylene/*Polyéthylène*
RX (5532/5533/5542/5543)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tabular Wire Screen/*Tamis tabulaire*	Alum.	Thermoplastic/*Thermoplastique*	Polyethylene/*Polyéthylène*	Polyethylene/*Polyéthylène*
RX DI (5534/5535/5536/5537)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tabular Wire Screen/*Tamis tabulaire*	Alum.	Thermoplastic/*Thermoplastique*	Polyethylene/*Polyéthylène*	Polyethylene/*Polyéthylène*
GTX DI (5528/5529/5540/5541)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tabular Wire Screen/*Tamis tabulaire*	Alum.	Thermoplastic/*Thermoplastique*	Polyethylene/*Polyéthylène*	Polyethylene/*Polyéthylène*
LRV (5697)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.	Tabular Wire Screen/*Tamis tabulaire*	Alum.	Thermoplastic/*Thermoplastique*	Polyethylene/*Polyéthylène*	Polyethylene/*Polyéthylène*

2000	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D'ADMISSION D'AIR*
GS (5644/5827)	Com-posite	Plast.	Plast.	Plast.	Alum.	Thermo-plast.
GSX RFI (5645/5654)	Com-posite	Plast.	Plast.	Plast.	Alum.	Thermo-plast.
GTS Inter. (5639)	Com-posite	Plast.	Plast	Plast.	Plast.	Thermo-plast.
GTI (5647/5657)	Com-posite	Plast.	Plast	Plast.	Alum.	Thermo-plast.
GTX RFI (5648/5658/ 5515/5516)	Com-posite	Plast.	Plast.	Plast.	Alum.	Thermo-plast.
GTX (5653/5669)	Com-posite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
XP (5651/5655)	Com-posite	Plast.	Plast	Alum.	Alum.	Thermo-plast.
RX (5513/5514)	Com-posite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.
RX DI (5646/5656)	Com-posite	Plast.	Plast.	Alum.	Alum.	Thermo-plast.

FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D'ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*
Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ *Élastomère thermoplast. avec mousse en polystyrène*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Multi-Layer Wire Screen/ *Tamis multicouche*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplast. Elastomer with Polystyrene Foam/ *Élastomère thermoplast. avec mousse en polystyrène*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*

 **2000**	HULL *COQUE*	JET PUMP HOUSING *CARTER DE TURBINE*	STATOR *STATOR*	VENTURI *VENTURI*	NOZZLE *TUYÈRE*	AIR INTAKE SILENCER *SILENCIEUX D'ADMISSION D'AIR*
GTX DI (5649/5659)	Composite	Plast.	Plast.	Alum.	Alum	Thermoplast
LRV (5688)	Composite	Plast.	Plast.	Alum.	Alum.	Thermoplast.

FLAME ARRESTER *PARE-FLAMMES*	TUNED PIPE/MUFFLER *TUYAU D'ÉCHAPPEMENT CALIBRÉ*	STEERING PADDING *REMBOURRAGE DE GUIDON*	FUEL TANK *RÉSERVOIR DE CARBURANT*	OIL INJECTION RESERVOIR *RÉSERVOIR D'HUILE À INJECTION*
Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*
Tabular Wire Screen/ *Tamis tabulaire*	Alum.	Thermoplastic/ *Thermoplastique*	Polyethylene/ *Polyéthylène*	Polyethylene/ *Polyéthylène*

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

MATERIALS
MATÉRIAUX

ABBREVIATIONS
ABRÉVIATIONS

① International Model (second series)
① *Modèle international (deuxième série)*

② Complete North America Series
② *Série complète Amérique du Nord*

Alum.: Aluminum
Alum.: Aluminium

Plast.: Plastic
Plast.: Plastique

Thermoplast.: Thermoplastic
Thermoplast.: Thermoplastique

N.A.: Not Applicable
S.O. : Sans objet

SECTION CONTENTS
CONTENU DE LA SECTION

ENGINE TIGHTENING TORQUES
COUPLES DE SERRAGE DU MOTEUR

2 Stroke Engines/*Moteurs 2-temps*

	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)*	CRANKCASE SCREWS *VIS DE CARTER*	CRANKCASE SCREWS *VIS DE CARTER*	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR*	ENGINE SUPPORT SCREWS/ RUBBER MOUNT *VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE*
2004	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* M8	N•m (lbf•ft)/ *(lbf•pi)* M10	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
GTI (6133/6134)	145 (107) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	40 (30) ①	25 (18) ①
GTI LE (6135/6136)	145 (107) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	40 (30) ①	25 (18) ①
3D RFI (6157/6158)	120 (89) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	N.A./ *S.O.*	25 (18) ①
GTI RFI (6137/6138)	120 (89) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	N.A./ *S.O.*	25 (18) ①
GTI RFI LE (6139/6140)	120 (89) ①	105 (77) ④	23 (17) ②③	40 (30) ②③	N.A./ *S.O.*	25 (18) ①
XP DI (6151/6152)	115 (85) ①	115 (85) ①	27 (20) ②	40 (30) ②	N.A./ *S.O.*	25 (18) ①

ENGINE SUPPORT SCREWS/ ENGINE *VIS DE SUPPORT MOTEUR/ MOTEUR*	CYLINDER HEAD SCREWS *VIS DE CULASSE*	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE*	CRANKCASE/ CYLINDER SCREWS *VIS DE CARTER/CYLINDRE*	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO*	STARTER SCREWS *VIS DE DÉMARREUR*	SPARK PLUGS *BOUGIES*
N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
N.A./ *S.O.*	23 (17) ①③⑤	N.A./ *S.O.*	23 (17) ①③	10 (89)	9 (80) ④	23 (17)	23 (17) ④
N.A./ *S.O.*	23 (17) ①③⑤	N.A./ *S.O.*	23 (17) ①③	10 (89)	9 (80) ④	23 (17)	23 (17) ④
25 (18) ①	23 (17) ①③⑤	N.A./ *S.O.*	40 (30) ②③	10 (89)	9 (80) ④	22 (16) ①	23 (17) ④
25 (18) ①	23 (17 ①③⑤	N.A./ *S.O.*	40 (30) ②③	10 (89)	9 (80) ④	22 (16) ①	23 (17) ④
25 (18) ①	23 (17) ①③⑤	N.A./ *S.O.*	40 (30) ②③	10 (89)	9 (80) ④	22 (16) ①	23 (17) ④
25 (18) ①	40 (30) ①③⑤	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (80) ①	9 (7) ①	23 (17) ④

4 Stroke Engines/*Moteurs 4-temps*

	MAGNETO FLYWHEEL SCREWS *VIS DU VOLANT MAGNÉTIQUE*	PTO COUPLING *RACCORD PDM*	CRANKCASE SCREWS *VIS DE CARTER*	CRANKCASE SCREWS *VIS DE CARTER*	ENGINE SUPPORT SCREWS/ ENGINE *VIS DE SUPPORT MOTEUR/ MOTEUR*	ENGINE SUPPORT SCREWS/ RUBBER MOUNT *VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE*
2004	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* M8	N•m (lbf•ft)/ *(lbf•pi)* M10	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
GTX 4-TEC (6147/6148)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
GTX 4-TEC Wakeboard Edition (6149/6150)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
GTX 4-TEC Supercharged (6143/6144)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
GTX 4-TEC Limited Supercharged (6141/6142)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
RXP 4-TEC (5599/6115/ 6162/6163)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①

CONNECTING ROD SCREWS *VIS DE BIELLE*	CYLINDER HEAD SCREWS *VIS DE CULASSE*	VALVE COVER SCREWS *VIS DE COUVERCLE DE SOUPAPE*	SUPERCHARGER IMPELLER NUT *ÉCROU D'HÉLICE DE COMPRESSEUR*	SUPERCHARGER DRIVE SHAFT NUT *ÉCROU D'ARBRE DE COMPRESSEUR*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO*	STARTER SCREWS *VIS DE DÉMARREUR*	SPARK PLUGS *BOUGIES*
N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ *S.O.*	N.A./ *S.O.*	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ *S.O.*	N.A./ *S.O.*	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④

2 Stroke Engines/*Moteurs 2-temps*

2003	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE* N•m (lbf•ft)/ *(lbf•pi)*①	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)* N•m (lbf•ft)/ *(lbf•pi)*④	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M8 ② ③	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M10 ②	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR* N•m (lbf•ft)/ *(lbf•pi)* ①	ENGINE SUPPORT SCREWS/ RUBBER MOUNT *VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE* N•m (lbf•ft)/ *(lbf•pi)* ①
GT (5568/5598/ 5597/5567)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI LE (6102/6101)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI LE RFI (6104/6103)	120 (89)	105 (77)	23 (17)	40 (30)	N.A./ *S.O.*	25 (18)
GTX DI (6118/6119)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
LRV DI (5771)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
RX DI (6123/6122)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
XP DI (6131/6130)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)

ENGINE SUPPORT SCREWS/ ENGINE *VIS DE SUPPORT MOTEUR/ MOTEUR* N•m (lbf•ft)/ *(lbf•pi)*①	CYLINDER HEAD SCREWS *VIS DE CULASSE* N•m (lbf•ft)/ *(lbf•pi)* ① ③	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE* N•m (lbf•ft)/ *(lbf•pi)*	CRANKCASE/ CYLINDER SCREWS *VIS DE CARTER/CYLINDRE* N•m (lbf•ft)/ *(lbf•pi)* ① ③	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES* N•m (lbf•ft)/ *(lbf•pi)* ①	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO* N•m (lbf•ft)/ *(lbf•pi)* ④	STARTER SCREWS *VIS DE DÉMARREUR* N•m (lbf•ft)/ *(lbf•pi)* ①	SPARK PLUGS *BOUGIES* N•m (lbf•ft)/ *(lbf•pi)* ④
N.A./ *S.O.*	23 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ *S.O.*	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
25 (18)	23 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)

4 Stroke Engines/*Moteurs 4-temps*

	MAGNETO FLYWHEEL SCREWS *VIS DU VOLANT MAGNÉTIQUE*	PTO COUPLING *RACCORD PDM*	CRANKCASE SCREWS *VIS DE CARTER*	CRANKCASE SCREWS *VIS DE CARTER*	ENGINE SUPPORT SCREWS/ ENGINE *VIS DE SUPPORT MOTEUR/ MOTEUR*	ENGINE SUPPORT SCREWS/ RUBBER MOUNT *VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE*
2003	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* M8	N•m (lbf•ft)/ *(lbf•pi)* M10	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
GTX 4-TEC (6111/6112/ 6127)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
GTX 4-TEC SUPERCHARGED (6105/6106/ 6128/6129)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①
GTX 4-TEC SUPERCHARGED LIMITED (6107/6108)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①

CONNECTING ROD SCREWS *VIS DE BIELLE*	CYLINDER HEAD SCREWS *VIS DE CULASSE*	VALVE COVER SCREWS *VIS DE COUVERCLE DE SOUPAPE*	SUPERCHARGER IMPELLER NUT *ÉCROU D'HÉLICE DE COMPRESSEUR*	SUPERCHARGER DRIVE SHAFT NUT *ÉCROU D'ARBRE DE COMPRESSEUR*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO*	STARTER SCREWS *VIS DE DÉMARREUR*	SPARK PLUGS *BOUGIES*
N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•**in**)/ *(lbf•**po**)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ *S.O.*	N.A./ *S.O.*	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ *S.O.*	N.A./ *S.O.*	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④
45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	30 (22) ①	29 (21)	9 (80) ①	9 (7) ①	17 (13) ④

2 Stroke Engines/*Moteurs 2-temps*

2002	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)*	CRANKCASE SCREWS *VIS DE CARTER*	CRANKCASE SCREWS *VIS DE CARTER*	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR*	ENGINE SUPPORT SCREWS/ RUBBER MOUNT *VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE*
	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④	N•m (lbf•ft)/ *(lbf•pi)* M8 ② ③	N•m (lbf•ft)/ *(lbf•pi)* M10 ② ③	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ①
GTI (5558/5559)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI LE (5560/5561)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTI California GTI LE California (6116/6117)	145 (107)	105 (77)	23 (17)	40 (30)	40 (30)	25 (18)
GTX DI (5563/5564) (5595/5596)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
LRV DI (5460)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
GTX RFI (5565/5566)	120 (89)	105 (77)	23 (17)	40 (30)	N.A./ *S.O.*	25 (18)
XP (5577/5578)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
RX (5579/5580) (5581/5582)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
GTX (5587/5588)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)
RX DI (5583/5584) (5585/5586) (5591/5592)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*	25 (18)

ENGINE SUPPORT SCREWS/ ENGINE *VIS DE SUPPORT MOTEUR/ MOTEUR*	CYLINDER HEAD SCREWS *VIS DE CULASSE*	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE*	CRANKCASE/ CYLINDER SCREWS *VIS DE CARTER/CYLINDRE*	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO*	STARTER SCREWS *VIS DE DÉMARREUR*	SPARK PLUGS *BOUGIES*
N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ① ③	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* ① ③	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④
N.A./ *S.O.*	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ *S.O.*	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
N.A./ *S.O.*	24 (17)	⑤	23 (17)	10 (7)	9 (7)	23 (17)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)
25 (18)	23 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	23 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	5 (4)	9 (7)	10 (7)	23 (17)
25 (18)	40 (30)	N.A./ *S.O.*	40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	23 (17)

4 Stroke Engines/*Moteurs 4-temps*

2002	MAGNETO FLYWHEEL SCREWS *VIS DU VOLANT MAGNÉTIQUE* N•m (lbf•ft)/ *(lbf•pi)*	PTO COUPLING *RACCORD PDM* N•m (lbf•ft)/ *(lbf•pi)*	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M8	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M10	ENGINE SUPPORT SCREWS/ ENGINE *VIS DE SUPPORT MOTEUR/ MOTEUR* N•m (lbf•ft)/ *(lbf•pi)*	ENGINE SUPPORT SCREWS/ RUBBER MOUNT *VIS DE SUPPORT MOTEUR/ TAMPON D'ANCRAGE* N•m (lbf•ft)/ *(lbf•pi)*
GTX 4-TEC (5573/5574) (5593/5594)	23 (17) ①	250 (184) ⑧	23 (17) ①	40+55 (30+40) ①	25 (18) ①	25 (18) ①

2002	CONNECTING ROD SCREWS *VIS DE BIELLE* N•m (lbf•ft)/ *(lbf•pi)*	CYLINDER HEAD SCREWS *VIS DE CULASSE* N•m (lbf•ft)/ *(lbf•pi)*	VALVE COVER SCREWS *VIS DE COUVERCLE DE SOUPAPE* N•m (lbf•**in**)/ *(lbf•**po**)*	SUPERCHARGER IMPELLER NUT *ÉCROU D'HÉLICE DE COMPRESSEUR* N•m (lbf•ft)/ *(lbf•pi)*	SUPERCHARGER DRIVE SHAFT NUT *ÉCROU D'ARBRE DE COMPRESSEUR* N•m (lbf•ft)/ *(lbf•pi)*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO* N•m (lbf•**in**)/ *(lbf•**po**)*	STARTER SCREWS *VIS DE DÉMARREUR* N•m (lbf•ft)/ *(lbf•pi)*	SPARK PLUGS *BOUGIES* N•m (lbf•ft)/ *(lbf•pi)*
GTX 4-TEC (5573/5574) (5593/5594)	45 (33) +90°	40 (30) +120° +90° ①③	9 (80)	N.A./ *S.O.*	N.A./ *S.O.*	9 (80) ①	9 (7) ①	17 (13) ④

2001	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE* N•m (lbf•ft)/ *(lbf•pi)* ①	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)* N•m (lbf•ft)/ *(lbf•pi)* ④	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M8 ② ③	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M10 ② ③	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR* N•m (lbf•ft)/ *(lbf•pi)* ①
GS Inter. First Series/ *Première série* (5548)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GS (5518 ⑥/ 5519 ⑦)	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
GSX RFI Inter. First Series/ *Première série* (5549)	105 (77)	110 (81)	24 (17)	40 (30)	35 (26)
GTS Inter. First Series/ *Première série* (5551)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTS (5520 ⑥/ 5521 ⑦)	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
GTI Inter. First Series/ *Première série* (5552)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTI (5522 ⑥/ 5523 ⑦)	145 (107)	105 (77)	24 (17)	40 (30)	40 (30)
GTX RFI (5524/5525/ 5553/5555)	105 (77) 120 (89)	105 (77)	24 (17)	40 (30)	N.A./ *S.O.*
GTX (5526/5527/ 5538/5539)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*

ENGINE SUPPORT SCREWS *VIS DE SUPPORT MOTEUR* N•m (lbf•ft)/ *(lbf•pi)* ①	CYLINDER HEAD SCREWS *VIS DE CULASSE* N•m (lbf•ft)/ *(lbf•pi)* ① ③	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE* N•m (lbf•ft)/ *(lbf•pi)*	CRANKCASE/CYLINDER SCREWS *VIS DE CARTER/CYLINDRE* N•m (lbf•ft)/ *(lbf•pi)* ① ③	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES* N•m (lbf•ft)/ *(lbf•pi)* ①	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO* N•m (lbf•ft)/ *(lbf•pi)* ④	STARTER SCREWS *VIS DE DÉMARREUR* N•m (lbf•ft)/ *(lbf•pi)* ①	SPARK PLUGS *BOUGIES* N•m (lbf•ft)/ *(lbf•pi)* ④
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)

	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)*	CRANKCASE SCREWS *VIS DE CARTER*	CRANKCASE SCREWS *VIS DE CARTER*	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR*
2001	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④	N•m (lbf•ft)/ *(lbf•pi)* M8 ② ③	N•m (lbf•ft)/ *(lbf•pi)* M10 ② ③	N•m (lbf•ft)/ *(lbf•pi)* ①
XP (5530/5531)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
RX (5532/5533/ 5542/5543)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
RX DI (5534/5535/ 5536/5537)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
GTX DI (5528/5529/ 5540/5541)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
LRV (5697)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*

ENGINE SUPPORT SCREWS *VIS DE SUPPORT MOTEUR*	CYLINDER HEAD SCREWS *VIS DE CULASSE*	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE*	CRANKCASE/CYLINDER SCREWS *VIS DE CARTER/CYLINDRE*	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO*	STARTER SCREWS *VIS DE DÉMARREUR*	SPARK PLUGS *BOUGIES*
N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ① ③	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* ① ③	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)
25 (18)	40 (30)	N.A./ *S.O.*	24 (17 40 (30)	N.A./ *S.O.*	9 (7)	10 (7)	⑧
25 (18)	40 (30)	N.A./ *S.O.*	24 (17) 40 (30)	N.A./ *S.O*	9 (7)	10 (7)	⑧
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)

2000	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE* N•m (lbf•ft)/ *(lbf•pi)* ①	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)* N•m (lbf•ft)/ *(lbf•pi)* ④	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M8 ② ③	CRANKCASE SCREWS *VIS DE CARTER* N•m (lbf•ft)/ *(lbf•pi)* M10 ② ③	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR* N•m (lbf•ft)/ *(lbf•pi)* ①
GS (5644/5827)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GSX RFI (5645/5654)	105 (77)	110 (81)	24 (17)	40 (30)	N.A./ *S.O.*
GTS Inter. 5639	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTI (5647/5657)	145 (107)	110 (81)	24 (17)	40 (30)	40 (30)
GTX RFI (5648/5658/ 5515/5516)	105 (77)	110 (81)	24 (17)	40 (30)	N.A./ *S.O.*
GTX (5653/5669)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
XP (5651/5655)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
RX (5513/5514)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
RX DI (5646/5656)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*

ENGINE SUPPORT SCREWS *VIS DE SUPPORT MOTEUR* N•m (lbf•ft)/ *(lbf•pi)* ①	CYLINDER HEAD SCREWS *VIS DE CULASSE* N•m (lbf•ft)/ *(lbf•pi)* ① ③	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE* N•m (lbf•ft)/ *(lbf•pi)*	CRANKCASE/CYLINDER SCREWS *VIS DE CARTER/CYLINDRE* N•m (lbf•ft)/ *(lbf•pi)* ① ③	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES* N•m (lbf•ft)/ *(lbf•pi)* ①	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO* N•m (lbf•ft)/ *(lbf•pi)* ④	STARTER SCREWS *VIS DE DÉMARREUR* N•m (lbf•ft)/ *(lbf•pi)* ①	SPARK PLUGS *BOUGIES* N•m (lbf•ft)/ *(lbf•pi)* ④
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
22 (16)	24 (17)	⑤	24 (17)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	24 (17)	⑤	40 (30)	10 (7)	9 (7)	22 (16)	24 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)
25 (18)	40 (30)	N.A./ *S.O.*	24 (17)	N.A./ *S.O.*	9 (7)	10 (7)	⑧

	MAGNETO FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	FLYWHEEL (PTO SIDE) *VOLANT MOTEUR (CÔTÉ PDM)*	CRANKCASE SCREWS *VIS DE CARTER*	CRANKCASE SCREWS *VIS DE CARTER*	ENGINE SUPPORT NUTS *ÉCROUS DE SUPPORT MOTEUR*
2000	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④	N•m (lbf•ft)/ *(lbf•pi)* M8 ② ③	N•m (lbf•ft)/ *(lbf•pi)* M10 ② ③	N•m (lbf•ft)/ *(lbf•pi)* ①
GTX DI (5649/5659)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*
LRV (5688)	115 (85)	115 (85) ①	27 (20)	40 (30)	N.A./ *S.O.*

ENGINE SUPPORT SCREWS *VIS DE SUPPORT MOTEUR*	CYLINDER HEAD SCREWS *VIS DE CULASSE*	CYLINDER HEAD COVER SCREWS *VIS DE COUVRE-CULASSE*	CRANKCASE/CYLINDER SCREWS *VIS DE CARTER/CYLINDRE*	FLAME ARRESTER SCREWS *VIS DE PARE-FLAMMES*	MAGNETO HOUSING COVER SCREWS *VIS DE BOÎTIER MAGNÉTO*	STARTER SCREWS *VIS DE DÉMARREUR*	SPARK PLUGS *BOUGIES*
N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ① ③	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* ① ③	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ④
25 (18)	40 (30)	N.A./ *S.O.*	24 (17)	N.A./ *S.O*	9 (7)	10 (7)	⑧
25 (18)	34 (25)	N.A./ *S.O.*	N.A./ *S.O.*	N.A./ *S.O.*	9 (7)	10 (7)	24 (17)

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

ENGINE TIGHTENING TORQUES
COUPLES DE SERRAGE DU MOTEUR

ABBREVIATIONS
ABRÉVIATIONS

① Loctite 243 (Blue)
① *Loctite 243 (bleu)*

② Loctite 518
② *Loctite 518*

③ Synthetic Grease
③ *Graisse synthétique*

④ Anti-Seize Lubricant
④ *Lubrifiant antigrippage*

⑤ Cylinder head screws secure also cylinder head cover.
⑤ *Les vis de culasse et du couvre-culasse sont les mêmes.*

⑥ International Model (second series)
⑥ *Modèle international (deuxième série)*

⑦ Complete North America Series
⑦ *Série complète Amérique du Nord*

⑧ Hand tighten +1/4 turn
⑧ *Serrage à la main + 1/4 de tour*

⑨ Valve Cover Screw
⑨ *Vis de couvercle de soupape*

N.A.: Not Applicable
S.O.: Sans objet

SECTION CONTENTS
CONTENU DE LA SECTION

PROPULSION AND STEERING TIGHTENING TORQUES
COUPLES DE SERRAGE PROPULSION ET DIRECTION

	IMPELLER *HÉLICE*	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE*	VENTURI SCREWS *VIS DE VENTURI*	NOZZLE SCREWS *VIS DE TUYÈRE*	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE*
2004	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ①
GTI (6133/6134)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI LE (6135/6136)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
3D RFI (6157/6158)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI RFI (6137/6138)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI RFI LE (6139/6140)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
XP DI (6151/6152)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC (6147/ 6148)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC Wakeboard Edition (6149/ 6150)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC Supercharged (6143/6144)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC Limited Supercharged (6141/6142)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
RXP 4-TEC (5599/6115/6162/ 6163)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)

INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE*	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION*	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)*
N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)* ①	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*	N•m (lbf•ft)/ *(lbf•pi)*
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
8 (6) ② 26 (19)	26 (16)	21 (15)	N.A./ *S.O.*	12 (9)	21 (15)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
8 (6) ② 26 (19)	26 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)
11 (8) ② 26 (19)	26 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4.5)	7 (5)

2003	IMPELLER *HÉLICE* N•m (lbf•ft)/ *(lbf•pi)* ①	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE* N•m (lbf•ft)/ *(lbf•pi)* ①	VENTURI SCREWS *VIS DE VENTURI* N•m (lbf•ft)/ *(lbf•pi)* ①	NOZZLE SCREWS *VIS DE TUYÈRE* N•m (lbf•ft)/ *(lbf•pi)* ①	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE* N•m (lbf•ft)/ *(lbf•pi)* ①
GTI (5568/5598/5597/ 5567)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI LE (6102/6101)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTI LE RFI (6104/6103)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX DI (6118/6119)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
LRV DI (5771)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
RX DI (6123/6122)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
XP DI (6131/6130)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC (6111/6112/6127)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC VANS TRIPLE CROWN EDITION (6125/6126)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC SUPERCHARGED (6105/6106/6128/ 6129)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)
GTX 4-TEC SPERCHARGED LIMITED (6107/6108)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)

INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION* N•m (lbf•ft)/ *(lbf•pi)*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE* N•m (lbf•ft)/ *(lbf•pi)* ①	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION* N•m (lbf•ft)/ *(lbf•pi)* ①	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION* N•m (lbf•ft)/ *(lbf•pi)*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON* N•m (lbf•ft)/ *(lbf•pi)*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION* N•m (lbf•ft)/ *(lbf•pi)*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)* N•m (lbf•ft)/ *(lbf•pi)*
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	11 (8)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
8 (6) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)
11 (8) ② 26 (19)	22 (16)	12 (9)	N.A./ *S.O.*	26 (19)	② 5 (3.5)	7 (5)

	IMPELLER *HÉLICE*	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE*	VENTURI SCREWS *VIS DE VENTURI*	NOZZLE SCREWS *VIS DE TUYÈRE*	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE*	INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE*	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION*	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)*
2002	①	①	①	①	①		①					
GTI (5558/5559)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
GTI LE (5560/ 5561)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
GTI California GTI LE California (6116/6117)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
GTX DI (5563/5564) (5595/5596)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
LRV DI (5460)	125 (92)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
GTX RFI (5565/5566)	113 (83)	31 (23)	21 (16)	24 (18)	3.5 (2.5)	① 11 (8)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
XP (5577/5578)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
RX (5579/5580) (5581/5582)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
GTX (5587/5588)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
RX DI (5583/5584) (5585/5586) (5591/5592)	113 (83)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
GTX 4-TEC (5573/5574) (5593/5594)	125(92)	31 (23)	21 (16)	24 (18)	7.5 (6)	② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)

	IMPELLER *HÉLICE*	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE*	VENTURI SCREWS *VIS DE VENTURI*	NOZZLE SCREWS *VIS DE TUYÈRE*	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE*
2001	①	①	①	①	①
GS Inter. First Series/ *Première série* (5548)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GS (5518 ⑫/ 5519 ⑬)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GSX RFI Inter. First Series/ *Première série* (5549)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTS Inter. First Series/ *Première série* (5551)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTS (5520 ⑫/ 5521 ⑬)	110 (81	31 (23)	21 (16)	20 (15)	7.5 (6)
GTI Inter. First Series/ *Première série* (5552)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTI (5522 ⑫/ 5523 ⑬)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTX RFI (5524/5525/ 5553/5555)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTX (5526/5527/ 5538/5539)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)
XP (5530/5531)	110 (81)	31 (23)	21 (16)	20 (15)	7.5 (6)

INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE*	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION*	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)*
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	10 (7)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 40 (30)	2 (1.5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 8 (6) ① 26 (19)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)

	IMPELLER *HÉLICE*	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE*	VENTURI SCREWS *VIS DE VENTURI*	NOZZLE SCREWS *VIS DE TUYÈRE*	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE*
2001	①	①	①	①	①
RX (5532/5533/ 5542/5543)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
RX DI (5534/5535/ 5536/5537)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTX DI (5528/5529/ 5540/5541)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
LRV (5697)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3) 7.5 (6)

INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE*	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION*	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)*
②	②	①	N.A./	26 (19)	6 (4)	7 (5)
11 (8) 26 (19)	22 (16)	12 (9)	*S.O.*			
②	②	①	N.A./	26 (19)	6 (4)	7 (5)
11 (8) 26 (19)	22 (16)	12 (9)	*S.O.*			
②	②	①	N.A./	26 (19)	6 (4)	7 (5)
11 (8)	22 (16)	12 (9)	*S.O.*			
②		①	N.A./	26 (19)	6 (4)	7 (5)
11 (8)	22 (16)	12 (9)	*S.O.*			

2000	IMPELLER *HÉLICE* ①	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE* ①	VENTURI SCREWS *VIS DE VENTURI* ①	NOZZLE SCREWS *VIS DE TUYÈRE* ①	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE* ①
GS (5644/5827)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GSX RFI (5645/5654)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTS Inter. (5639)	110 (81	31 (23)	21 (16)	20 (15)	4 (3)
GTI (5647/5657)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTX RFI (5648/5658/ 5515/5516)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
GTX (5653/5669)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
XP (5651/5655)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)
RX (5513/5514)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
RX DI (5646/5656)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)
GTX DI (5649/5659)	113 (83)	31 (23)	21 (16)	20 (15)	7.5 (6)

INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE* ①	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION*	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)*
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	10 (7)	① 12 (9)	N.A./ *S.O.*	26 (19)	② 40 (30)	2 (1.5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
① 8 (6)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 11 (8)	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 8 (6) ①	22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 11 (8) 26 (19)	② 22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
② 11 (8)	② 22 (16)	① 12 (9)	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)

	IMPELLER *HÉLICE*	JET PUMP HOUSING NUTS *ÉCROUS DE CARTER DE TURBINE*	VENTURI SCREWS *VIS DE VENTURI*	NOZZLE SCREWS *VIS DE TUYÈRE*	JET PUMP HOUSING COVER SCREWS *VIS DE COUVERCLE DE CARTER DE TURBINE*
2000	①	①	①	①	①
LRV (5688)	110 (81)	31 (23)	21 (16)	20 (15)	4 (3)

INLET GRATE SCREWS *VIS DE GRILLE D'ADMISSION*	RIDING PLATE SCREWS *VIS DE PLAQUE DE PROMENADE*	FRONT STEERING SUPPORT *SUPPORT AVANT DE DIRECTION*	REAR STEERING SUPPORT *SUPPORT ARRIÈRE DE DIRECTION*	HANDLEBAR CLAMP BOLTS *BOULONS DE FIXATION DE GUIDON*	STEERING STEM ARM BOLT(S) *BOULON(S) DE BRAS DE DIRECTION*	BALL JOINT BOLT (NOZZLE) *BOULON DE JOINT À ROTULE (TUYÈRE)*
②	①	①	N.A./ *S.O.*	26 (19)	6 (4)	7 (5)
11 (8)	22 (16)	12 (9)				

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

PROPULSION AND STEERING TIGHTENING TORQUES
COUPLES DE SERRAGE PROPULSION ET DIRECTION

ABBREVIATIONS
ABRÉVIATIONS

① Loctite 243 (Blue)
① *Loctite* 243 *(bleu)*

② Loctite 271 (Red)
② *Loctite 271 (rouge)*

⑫ International Model (second series)
⑫ *Modèle international (deuxième série)*

⑬ Complete North America Series
⑬ *Série complète Amérique du Nord*

N.A.: Not Applicable
S.O.: Sans objet

SECTION CONTENTS
CONTENU DE LA SECTION

MISCELLANEOUS
DIVERS

SI* METRIC INFORMATION CHART
*TABLEAU D'INFORMATION SI**

BASE UNITS — *UNITÉS DE BASE*		
DESCRIPTION	UNIT/ *UNITÉ*	SYMBOL/ *SYMBOLE*
length/ *longueur*	meter/ *mètre*	m
mass/ *masse*	kilogram/ *kilogramme*	kg
force/ *force*	Newton	N
liquid/ *liquide*	litre	L
temperature/ *température*	celsius	°C
pressure/ *pression*	kilopascal	kPa
torque/ *couple*	Newton meter/ Newton mètre	N•m
speed/ *vitesse*	kilometer per hour/ kilomètre par heure	km/h

PREFIXES — *PRÉFIXES*			
PREFIX/ *PRÉFIXE*	SYMBOL/ *SYMBOLE*	MEANING/ *SIGNIFICATION*	VALUE/ *VALEUR*
kilo	k	one thousand/ *un millier*	1,000
centi	c	one hundredth/ *un centième*	0.01
milli	m	one thousandth/ *un millième*	0.001
micro	µ	one millionth/ *un millionième*	0.000001

CONVERSION FACTORS
FACTEURS DE CONVERSION

TO CONVERT/ *POUR CONVERTIR*	TO/ *EN*	MULTIPLY BY ①/ *MULTIPLIER PAR* ①
in/*(po)*	mm	25.4
in/*(po)*	cm	2.54
ft/*(pi)*	m	0.3
miles/*(milles)*	km	1.61
MPH/*(mille/h)*	km/h	1.61
Knot/*(noeud)*	MPH	1.15
HP/*(CV)*	kW	0.75
in²/*(po²)*	cm²	6.45
in³/*(po³)*	cm³	16.39
oz imp./*(oz imp.)*	oz U.S./*(oz É.-U.)*	0.96
oz imp./*(oz imp.)*	mL	28.41
oz U.S./*(oz É.-U.)*	mL	29.57
gal imp.	gal U.S./*(gal É.-U.)*	1.2
gal imp.	L	4.55
gal U.S./*(gal É.-U.)*	L	3.79
oz	g	28.35
lb	kg	0.45
lbf	N	4.45
lbf•**in**/*(lbf•**po**)*	N•m	0.11
lbf•ft/*(lbf•pi)*	N•m	1.36
lbf•ft/*(lbf•pi)*	lbf•**in**/*(lbf•**po**)*	12
PSI lb/in²/*(lb/po²)*	kPa	6.89
Fahrenheit	Celsius	(°F – 32) ÷ 1.8
Celsius	Fahrenheit	(°C x 1.8) + 32

* The international system of units abbreviates SI in all languages.

* *Le système international d'unités a pour abréviation SI dans toutes les langues.*

① TO OBTAIN THE INVERSE SEQUENCE, DIVIDE BY THE GIVEN FACTOR. EX.: To convert mm to in, divide by 25.4.

① *POUR OBTENIR LES CONVERSIONS INVERSES, DIVISER L'UNITÉ PAR LE FACTEUR DONNÉ. EX.: Pour convertir des mm en po, diviser par 25.4.*

CONVERSION FACTORS ARE ROUNDED OFF TO TWO DECIMALS FOR EASIER USE.

POUR FACILITER LEUR UTILISATION, LES FACTEURS DE CONVERSION SONT ARRONDIS À DEUX DÉCIMALES.

TIGHTENING TORQUE CONVERSION CHART
TABLEAU DE CONVERSION DES COUPLES DE SERRAGE

Tighten fasteners to torque mentioned in appropriates sections. When they are not specified, refer to the following table. All torques apply to 8.8 grade fasteners. The chart also gives the metric conversion.

Serrer les attaches selon les couples indiqués dans les sections appropriées. Si on ne les indique pas, se référer au tableau suivant. Tous les couples s'appliquent à des attaches de classe 8.8. Le tableau donne également les conversions métriques.

N•m	*FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)*	Lbf•**in**/*Lbf•**po***
1		9
2	M4	18
3		27
4	M5	35
5		44
6		53
7		62
8		71
9		80
10	M6	89
11		97
12		106
13		115
14		124
15		133
16		142
17		150
18		159
19		168

N•m	*FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)*	Lbf•ft/*Lbf•pi*
20		15
21		15
22		16
23	M8	17
24		18
25		18
26		19
27		20
28		21
29		21
30		22
31		23
32		24
33		24
34		25
35		26
36		27
37		27
38		28
39		29
40		30
41		30
42		31
43		32
44		32
45		33
46		34
47		35
48	M10	35
49		36
50		37
51		38
52		38
53		39
54		40
55		41
56		41

N•m	*FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)*	Lbf•ft/*Lbf•pi*
57		42
58		43
59		44
60		44
61		45
62		46
63		46
64		47
65		48
66		49
67		49
68		50
69		51
70		52
71		52
72		53
73		54
74		55
75		55
76		56
77		57
78		58
79		58
80	M12	59
81		60
82		60
83		61
84		62
85		63
86		63
87		64
88		65
89		66
90		66
91		67
92		68
93		69

N•m	*FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)*	Lbf•ft/*Lbf•pi*
94		69
95		70
96		71
97		72
98		72
99		73
100		74
101		74
102		75
103		76
104		77
105		77
106		78
107		79
108		80
109		80
110		81
111		82
112		83
113		83
114		84
115		85
116		86
117		86
118		87
119		88
120		89
121		89
122		90
123		91
124		91
125		92
126		93
127		94
128		94
129		95
130		96

N•m	*FASTENER SIZE (8.8 GRADE)/ TAILLE DE L'ATTACHE (CLASSE 8.8)*	Lbf•ft/*Lbf•pi*
131		97
132		97
133		98
134		99
135	M14	100
136		100
137		101
138		102
139		103
140		103
141		104
142		105
143		105
144		106
145		107
146		108
147		108
148		109
149		110
150		111

TAP DRILL SIZE (IMPERIAL)
GROSSEUR DES FORETS DE TARAUDAGE (IMPÉRIAL)
- 1 -

TAP SIZE/ *GROSSEUR DU TARAUD* NO./*N°*	TPI	TAP DRILL/ *GROSSEUR DU FORET*
	80 NF	3/64
1	64 NC 72 NF	53 53
2	56 NC 64 NF	50 50
3	48 NC 56 NF	47 45
4	36 NS 40 NC 48 NF	44 43 42
5	40 NC 44 NF	38 37
6	32 NC 40 NF	36 33
8	32 NC 36 NF	29 29
10	24 NC 32 NF	25 21
12	24 NC 28 NF	16 14
1/4	20 NC 28 NF	7 3

TAP DRILL SIZE (IMPERIAL)
GROSSEUR DES FORETS DE TARAUDAGE (IMPÉRIAL)
- 2 -

TAP SIZE/ *GROSSEUR DU TARAUD* NO./*N°*	TPI	TAP DRILL/ *GROSSEUR DU FORET*
5/16	18 NC 24 NF	F I
3/8	16 NC 24 NF	5/16 Q
7/16	14 NC 20 NF	U 25/64
1/2	13 NC 20 NF	27/64 29/64
9/16	12 NC 18 NF	31/64 33/64
5/8	11 NC 18 NF	17/32 37/64
11/16	11 NC 16 NF	19/32 5/8
3/4	10 NC 16 NF	21/32 11/16
7/8	9 NC 14 NF	49/64 13/16

TAP DRILL SIZE (METRIC)
GROSSEUR DES FORETS DE TARAUDAGE (MÉTRIQUE)

SIZE/ *GROSSEUR* mm	PITCH/ *PAS* mm	DRILL/ *FORET* mm	in/*po*	DRILL/ *FORET* in/*po*
M1.6	0.35	1.25	.049	3/64
M2	0.4	1.6	.063	1/16
M2.5	0.45	2.05	.081	46
M3	0.5	2.5	.098	40
M4	0.7	3.3	.130	30
M5	0.8	4.2	.165	19
M6	1.0	5.0	.197	9
M7	1.0	6.0	.236	15/64
M8	1.25	6.75	.266	17/64
M8	1.0	7.0	.276	J
M10	1.5	8.5	.335	Q
M10	1.25	8.75	.344	11/32
M12	1.75	10.2	.402	Y
M12	1.25	10.7	.421	27/64
M14	2.0	12.0	.472	15/32
M14	1.5	12.5	.492	31/64
M16	2.0	14.0	.551	35/64
M16	1.5	14.5	.571	9/16
M18	2.5	15.5	.610	39/64
M18	1.5	16.5	.650	41/64
M20	2.5	17.5	.689	11/16
M20	1.5	18.5	.728	23/32
M24	3.0	21.0	.827	53/64
M24	2.0	22.0	.866	55/64

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in
ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 1 -

Based on 1 inch = 25.4 mm
Basé sur 1 pouce = 25.4 mm

DRILL SIZE/ *GROSSEUR FORET*	mm	INCHES/ *POUCES*	DRILL SIZE/ *GROSSEUR FORET*	mm	INCHES/ *POUCES*
—	0.10	.0039	58	1.07	.0420
—	0.20	.0079	57	1.09	.0430
—	0.25	.0098	56	1.18	.0465
—	0.30	.0118	**3/64**	1.19	.0469
80	0.34	.0135	55	1.32	.0520
79	0.37	.0145	54	1.40	.0550
1/64	0.40	.0156	53	1.51	.0595
78	0.41	.0160	**1/16**	1.59	.0625
77	0.46	.0180	52	1.61	.0635
—	0.50	.0197	51	1.70	.0670
76	0.51	.0200	50	1.78	.0700
75	0.53	.0210	49	1.85	.0730
74	0.57	.0225	48	1.93	.0760
—	0.60	.0236	**5/64**	1.98	.0781
73	0.61	.0240	47	1.99	.0785
72	0.64	.0250	—	2.00	.0787
71	0.66	.0260	46	2.06	.0810
—	0.70	.0276	45	2.08	.0820
70	0.71	.0280	44	2.18	.0860
69	0.74	.0292	43	2.26	.0890
—	0.75	.0295	42	2.37	.0935
68	0.79	.0310	**3/32**	2.38	.0938
1/32	0.79	.0313	41	2.44	.0960
—	0.80	.0315	40	2.49	.0980
67	0.81	.0320	39	2.53	.0995
66	0.84	.0330	38	2.58	.1015
65	0.89	.0350	37	2.64	.1040
—	0.90	.0354	36	2.71	.1065
64	0.91	.0360	**7/64**	2.78	.1094
63	0.94	.0370	35	2.79	.1100
62	0.97	.0380	34	2.82	.1110
61	0.99	.0390	33	2.87	.1130
—	1.00	.0394	32	2.95	.1160
60	1.02	.0400	—	3.00	.1181
59	1.04	.0410	31	3.05	.1200

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in
ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 2 -

Based on 1 inch= 25.4 mm
Basé sur 1 pouce= 25.4 mm

DRILL SIZE/ *GROSSEUR FORET*	mm	INCHES/ *POUCES*	DRILL SIZE/ *GROSSEUR FORET*	mm	INCHES/ *POUCES*
1/8	3.18	.1250	4	5.31	.2090
30	3.26	.1285	3	5.41	.2130
29	3.45	.1360	**7/32**	5.56	.2188
28	3.57	.1405	2	5.61	.2210
9/64	3.57	.1406	1	5.79	.2280
27	3.66	.1440	A	5.94	.2340
26	3.73	.1470	**15/64**	5.95	.2344
25	3.80	.1495	—	6.00	.2362
24	3.86	.1520	B	6.05	.2380
23	3.91	.1540	C	6.15	.2420
5/32	3.97	.1562	D	6.25	.2460
22	3.99	.1570	**1/4**	6.35	.2500
—	4.00	.1575	E	6.35	.2500
21	4.04	.1590	F	6.53	.2570
20	4.09	.1610	G	6.63	.2610
19	4.22	.1660	**17/64**	6.75	.2656
18	4.31	.1695	H	6.76	.2660
11/64	4.37	.1719	I	6.91	.2720
17	4.39	.1730	—	7.00	.2756
16	4.50	.1770	J	7.04	.2770
15	4.57	.1800	K	7.14	.2810
14	4.62	.1820	**9/32**	7.14	.2812
13	4.70	.1850	L	7.37	.2900
3/16	4.76	.1875	M	7.49	.2950
12	4.80	.1890	**19/64**	7.54	.2969
11	4.85	.1910	N	7.67	.3020
10	4.91	.1935	**5/16**	7.94	.3125
9	4.98	.1960	—	8.00	.3150
—	5.00	.1968	O	8.03	.3160
8	5.05	.1990	P	8.20	.3230
7	5.11	.2010	**21/64**	8.33	.3281
13/64	5.16	.2031	Q	8.43	.3320
6	5.18	.2040	R	8.61	.3390
5	5.22	.2055	**11/32**	8.73	.3438

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in
ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 3 -

Based on 1 inch = 25.4 mm
Basé sur 1 pouce = 25.4 mm

DRILL SIZE/ *GROSSEUR FORET*	mm	INCHES/ *POUCES*	DRILL SIZE/ *GROSSEUR FORET*	mm	INCHES/ *POUCES*
S	8.84	.3480	**41/64**	16.27	.6406
—	9.00	.3543	**21/32**	16.67	.6562
T	9.09	.3580	—	17.00	.6693
23/64	9.13	.3594	**43/64**	17.07	.6719
U	9.35	.3680	**11/16**	17.46	.6875
3/8	9.53	.3750	**45/64**	17.86	.7031
V	9.58	.3770	—	18.00	.7087
W	9.80	.3860	**23/32**	18.26	.7188
25/64	9.92	.3906	**47/64**	18.65	.7344
—	10.00	.3937	—	19.00	.7480
X	10.08	.3970	**3/4**	19.05	.7500
Y	10.26	.4040	**49/64**	19.45	.7656
13/32	10.32	.4062	**25/32**	19.84	.7812
Z	10.49	.4130	—	20.00	.7874
27/64	10.72	.4219	**51/64**	20.24	.7969
—	11.00	.4331	**13/16**	20.64	.8125
7/16	11.11	.4375	—	21.00	.8268
29/64	11.51	.4531	**53/64**	21.03	.8281
15/32	11.91	.4688	**27/32**	21.43	.8438
—	12.00	.4724	**55/64**	21.83	.8594
31/64	12.30	.4844	—	22.00	.8661
1/2	12.70	.5000	**7/8**	22.23	.8750
—	13.00	.5118	**57/64**	22.62	.8906
33/64	13.10	.5156	—	23.00	.9055
17/32	13.49	.5312	**29/32**	23.02	.9062
35/64	13.89	.5469	**59/64**	23.42	.9219
—	14.00	.5512	**15/16**	23.81	.9375
9/16	14.29	.5625	—	24.00	.9449
37/64	14.68	.5781	**61/64**	24.21	.9531
—	15.00	.5906	**31/32**	24.61	.9688
19/32	15.08	.5938	—	25.00	.9842
39/64	15.48	.6094	**63/64**	25.00	.9844
5/8	15.88	.6250	**1**	25.40	1.0000
—	16.00	.6299	—	—	—

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